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TOPICS OF THE DAY

THE STRUGGLE IN NEW YORK

OUTSIDE OF THE EMPIRE STATE the impeachment of Governor Sulzer seems to be generally taken as an incident in a remarkable political struggle rather than as a case for quiet judicial determination. While there is "hope that the facts may be so convincingly established as to leave no room for doubt as to judgment upon them," the Springfield *Republican* (Ind.) thinks it "would be folly to expect that the tools of Tammany in the Albany Senate will sit as unprejudiced judges." On the other hand, it adds, "there are evidences of a 'through thick and thin' support of Sulzer, particularly in some of the up-State cities, which, in view of the gravity of the unmet charges against the Governor, can only be attributed to execration of Tammany and all its works." "Observant and thoughtful onlookers," concludes the veteran editor of the Louisville *Courier-Journal* (Dem.), are now convinced of the complete "collapse of self-government" in the greatest State of the Union, where "justice, patriotism, truth have fled to brutish beasts, leaving graft and grafters to fight over the loot, and to flourish one after another in corrupt succession, the people looking on, impotent and dazed." More hopeful is the opinion of those who, with the Detroit *News* (Prog.), consider the "political imbroglio in New York" as "a fight of the Tammany organization for continued existence." It is perhaps inevitable that the political side of the case should receive the most attention, since the impeachment trial will not be held until next month. In the meantime, Mr. Sulzer on the one hand and the Assemblymen in charge of the impeachment on the other are securing counsel, and these lawyers are setting to work preparing their respective plans for the legal battle.

Much curious and ironic comment upon New York's "two governors" appears in the outside press. For, according to one interpretation of the State Constitution, the lieutenant-governor automatically becomes acting governor upon the presentation of impeachment charges against the chief executive. Wherefore Lieutenant-Governor Glynn has had a suite of rooms in the capitol fitted up as his executive chambers, has secured the allegiance of many State officials, and has been transacting much routine business. But in the regular executive chambers above him, Governor Sulzer keeps his office hours as aforetime and receives the "Governor's" mail. His friends find no constitutional warrant for the Governor's stepping down before he is actually found guilty of the offenses charged in the articles of impeachment. Governor Sulzer further insists that as the legislature at a special session can only act upon matters proposed by the governor, the impeachment proceedings are illegal. This is met by the other side with the statement that the legislature may at any time act in its judicial capacity. The Attorney-General of the State, it may be said, stands with those who uphold Mr. Glynn's right to the powers of the head of the commonwealth. Yet no one has spoken with a voice of such authority as to impress the partizans on both sides, tho newspaper correspondents at Albany seem to think that Mr. Glynn is gradually growing stronger at Mr. Sulzer's expense.

While this situation is not without interest, it seems to most editors a temporary and trifling matter compared with the great fight on Tammany which produced it. The impeachment of Governor Sulzer is taken as the climax of a Tammany campaign for complete power in the State of New York, and also as the call to arms for a campaign that will eventually drive the Tiger back to its lair. Those closely identified with the present leadership of the regular New York State Democracy, of course, say little of Tammany, preferring to enlarge upon the guilt of Sulzer and his "usurpation" of power in continuing to occupy the executive offices while under impeachment. Mr. Sulzer, says the New York *Evening Mail* (Prog.), "is a mere incident" in a Tammany conspiracy to gain control of the governorship and the State treasury. The purpose of the impeachment is thus stated by the Philadelphia *North American* (Prog.):

"First, to wrest from an unexpectedly honest executive State departments controlling vast patronage, the award of huge contracts, and the auditing of expenditures; second, to prevent his forcing the passage of an effective primary law, the enactment of which would be the death warrant of Tammany and its ally, special privilege; and, third, to inflict such punishment upon the Governor as would deter future public officials elected by the machine from daring to exhibit like proclivities toward decency and independence.

"The real controversy, therefore, is not as to whether Governor Sulzer's campaign accounts were regular. It is as to whether corrupt bossism and special privilege shall by 'constitutional' methods strangle popular government in New York State and perpetuate a system of misrule and public plundering."

That which raises the affair at Albany to the dignity of "an event," in the opinion of the New York Socialist Labor journal, *The Daily People*, "is the spectacle and proof of the political State on the rocks." And this daily outlines for its readers a version

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of the Sulzer-Murphy fight which is enlightening, however incomplete it may be. According to the Socialist writer, the fight began on the primaries—

"In the struggle Tammany had the advantage: it owned the legislature; it voted down the Sulzer primary propositions, and when the Governor called the legislature in special session to reconsider the bill, the legislature revoted it down. So far

HYPNOTIZED.

—Harding in the Brooklyn *Eagle*.

Tammany held the fort, with what looked like an impregnable position. The Governor flanked the same.

"There is an election for Assemblymen this November; next year Senators also are to be elected. The agitation, conducted in the meanwhile in favor of the State-wide primary might, or might not, wrench the legislature from Tammany; scandalous disclosures, however, of Tammany corruption in State Departments surely would. The Governor moved in that direction. The Moreland Act of recent enactment afforded a handy means to this end. The act authorizes the Executive to institute special investigations of State Departments. Accordingly, while the Tammany legislature was investigating the Governor, the Governor started a back-fire investigation by appointing his principal lieutenant, John A. Hennessey, to investigate the newly established and Tammany-run Department of Efficiency and Economy. To raise the lid from that Department was a thrust aimed at Tammany's vitals. How avert it?"

By impeaching the Governor, was the answer. For, says *The Daily People*, they examined the Constitution and found that, according to their interpretation of certain clauses, "the mere act of impeaching the Governor suspends him." This would mean—

"The immediate occupation of the gubernatorial chair by the Tammany Lieutenant-Governor, Martin H. Glynn; and, in the intoxication of their glee, some of the indiscreeter Tammany impeachers have allowed their interpretation's further and rapidly-to-follow consequences to leak out—first, the recommendation to the Legislature by the then Governor Glynn that it repeal the Moreland Act; secondly, the immediate and glad acquiescence by the legislature; and, last tho not least, indeed the real purpose in mind, the dropping of investigator Hennessey's head into the basket. The Moreland Act being out of the way, the Governor's acquittal and reinstallation, tho not desirable, would be immaterial—Hennessey's investigating head could not be restored to him, and the lid will remain tight on the Department of Efficiency and Economy. In short, the solemn machinery of impeachment is put in motion, not in order to cleanse the gubernatorial chair, but to side-track the incumbent long enough to enable the Lieutenant-Governor, in conjunction with the legislature, to strike off the statute-book an act by virtue of which light threatens a peculiarly dark corner of Tammany."

Investigator Hennessey himself, in an article in the New York *Evening Mail*, agrees that it was Governor Sulzer's "inflexible determination to go after all the looters" that ended all relations with Tammany Hall and led to "the savagery of recent events." "'It's his life or ours,' was the way one Murphy leader put it to a group of newspaper men." Mr. Hennessey's activity in looking into the State Department of Highways has resulted in the indictment of several politicians. The investigator tells of fraudulent road work and crooked contracts all over the State. And this, he declares, is only a beginning:

"It is a much bigger struggle than the fight against Tweed and against the canal ring. In the entrenchments of the thieves will be found men who have been elevated to high and supposedly virtuous office, and men who have to-day the confidence of their fellow citizens. The trail of graft will run from the Controller's office into the banks and out again. The misuse of the excise department will leave, when exposed, a trail of shame and blacken some of the men now loudly crying for the life of the Governor.

"When the story of the canal system is told the highway thefts won't look so big. When the State Election Department is fully investigated the people will stand aghast in contemplation of the men selected to give them pure elections."

In view of all this, asks the Albany *Knickerbocker Press* (Ind.), which may be taken as representative of the newspapers which stand by Governor Sulzer, "will the people of the State sit idly by and thus have their chief executive threatened with political extinction simply because he stood firm in his resolution to expose million-dollars grafters?" And it continues:

"It is now up to the people of New York State to decide whether this gigantic crime against them shall be fearlessly exposed. Of still more immediate importance is the question of whether a Governor who dared to begin the exposé shall himself be driven from public office by the very men who are so terrified over uncovering the graft that mounts into the millions."

But while many agree with the Albany paper, there are also a large number of editors and readers whose position is well

THE DEGRADATION OF A STATE.

—Robinson in the New York *Tribune*.

stated in these paragraphs from a New York *Evening Sun* editorial:

"There should be no confusion between the Sulzer investigation as it is a detail in the Governor's fight to retain office and the actual investigation of highway frauds. The chief trouble with the present process is that its entire effort is directed, not at finding out who are the criminals, but in attempting to con-

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nect certain persons with crimes solely for political purposes. The result is to confuse and to complicate what should be clear and simple. . . . . .

"Until the Sulzer case is disposed of public attention will be fixt upon the main issue, and the effort to use the highway frauds to bolster up the Governor's case is at once futile and against public interest, because it weakens the effect of disclosures which must otherwise command public attention. . . . . .

"If Martin H. Glynn succeeds to the Governor's office in this State by reason of the removal of William Sulzer, the first business before him will be to dispose of this State highway scandal. The suspicion that Tammany is responsible for his promotion and expects him to serve its ends, if no other reason, will compel him to act. Failure to take satisfying action would mean disgrace and oblivion as complete as that which came to John T. Hoffman in the old Tweed days.

"Martin H. Glynn is an honest man, whose political career has never been associated with Tammany. As State Controller in the Hughes Administration, he investigated frauds and punished thieves without regard to political considerations. His previous record supplies the best promise that the highway scandal will be fully explored."

This may well be followed by a word from Mr. Glynn, for in a statement to the public he says:

"I do not intend to employ a temporary occupancy of the Governorship for the purpose of partizan warfare.

"Under me as acting Governor, there will be no political earthquakes and no factional reprisals."

Tammany men say, according to a news item in the New York *Evening Post* (Ind.), that Mr. Murphy's fight on the Governor "has strengthened his position as Democratic leader very much up-State." But enemies of Tammany are just as confident that he has weakened himself. Among Mr. Murphy's followers in New York and Albany, says the Brooklyn *Standard Union* (Rep.), there is no "conception of the anger of the people throughout the whole State at the prostitution of their government. . . . There is an earthquake coming for Murphy." And *The Evening Post* says editorially:

"If anything were lacking to let Boss Murphy know in what opinion he is held by the people of this State, it would be supplied by the extraordinary defenses of Governor Sulzer which are appearing in letters to newspapers and in public meetings. The gist of them is that Sulzer may have been as crooked as his assailants declare, but that, at any rate, he is an angel of light compared with Murphy. Say what you will of the Governor, is the tenor of all this, but admit that Murphy is ten times worse. Such is the nature of this wonderful Tammany 'triumph'! It simply results in showing that Murphy is an object of universal detestation."

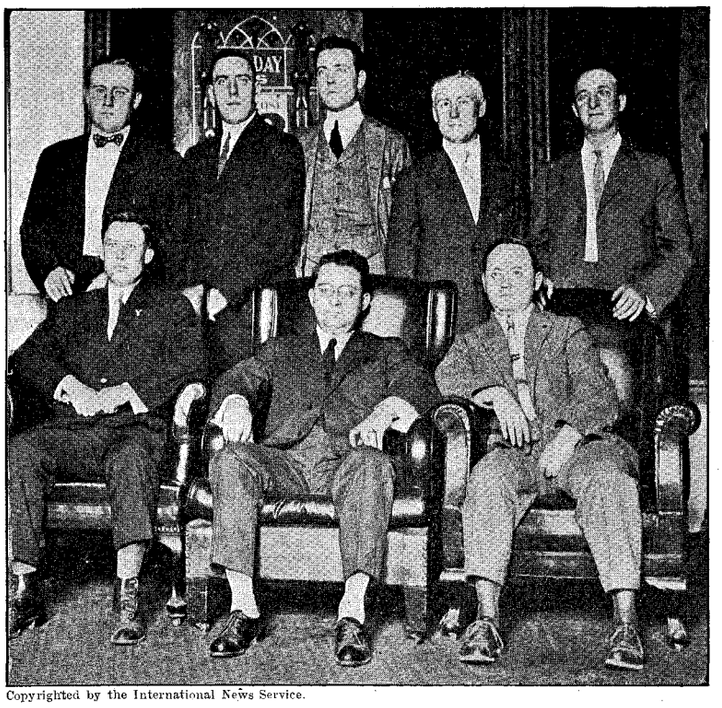
Typical of many up-State gatherings was the Rochester mass-meeting where resolutions were adopted denouncing "this prostitution of the machinery for impeachment" and calling for the election of unbossed candidates for State offices, and where Democrats, Republicans, and Progressives united in cheering most loudly the speakers "who roasted Murphy the hardest and who defended Sulzer the most strenuously." Conspicuous in the attack on Tammany and the defense of Sulzer is the Albany *Knickerbocker Press*, which has been devoting pages to the printing of corruption charges against Tammany leaders, of pro-Sulzer letters and editorials, of offers of financial aid in the campaign. Thomas W. Lawson sees another chance to hit the "System" and is willing to help raise a great fund to carry on the work.

The issue in November, says the Rochester *Herald* (Ind.), "will be Murphy or the people. Tammany can control Democratic and Republican Assemblymen, but whether it can control the people in November will not be known until the polls close." The "union of good government forces" behind the fusion ticket in New York City, observes the Chicago *News* (Ind.), "aided by Boss Murphy's recent demonstration of the ruthless and dangerous power wielded by Tammany, ought to lead to the overthrow of Tammany at the coming municipal election in New York City." From another Western State, the Madison *Wisconsin State Journal* (Ind.) bids "the great Empire State take heart; the scandal that has destroyed Governor Sulzer should, at the same time, bring to ruin the infamous Tammany Hall."

"The quickness and clearness with which the people of the country, in and out of New York, have sized up the meaning and importance of this contest, the sureness with which they have gone to the heart of the issue, in spite of the efforts to becloud it with casuistry and special pleading, is," declares the Baltimore *Sun* (Ind.), "in the highest degree encouraging to the friends of clean government and political progress throughout the whole country."

Yet it seems to the New York *Journal of Commerce*, reflecting upon these verbal flayings of Tammany, the raising of funds for the vindication of Sulzer, the report that Mr. Sulzer may stump the State with speeches exposing Tammany, that while "showing up Tammany is no great task," "defending the Governor is becoming rather difficult." Let not "the friends and conscienceless admirers of Governor Sulzer," writes a Brooklyn man to the New York *World*, think that "they will save him by yelling 'Stop thief!' at Tammany." And *The World*, an outspokenly anti-Tammany paper, is no less fully convinced that Mr. Sulzer's friends "can not save Sulzer by railing at Murphy." To quote *The World* further:

"The popular feeling against Murphy and Tammany is highly creditable and, properly directed, much good may come of it. Murphy and Tammany, however, are not to be overthrown by men of questionable deeds and dubious character."



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IN CHARGE OF THE CASE AGAINST SULZER.

The committee of the New York State Assembly which will manage the prosecution of the Governor under the articles of impeachment. They are from the reader's left to right, (sitting) Patrick McMahon; Aaron J. Levy, chairman; Abraham Greenberg; (standing) William J. Gillen, T. P. Madden, Theodore H. Ward, Thomas K. Smith, and J. V. Fitzgerald.

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EUGENICS IN PENNSYLVANIA

THE OPERATION of Pennsylvania's new marriage-license law, which provides a list of about twenty intimately personal questions to be answered by prospective bride and groom under oath, brings the whole question of eugenics again into editorial notice. Some observers doubt the wisdom of the Pennsylvania law, altho they unhesitatingly advocate the eugenic movement as a serious social effort which has come to stay and "to exercise an increasingly beneficial influence" on our national life. On the other hand, there are those who have only a superior contempt for "the apostles of eugenics" and point out as the fatal error of their theories that human beings can not be "mated scientifically" as animals are mated. According to press reports, Pennsylvania's law, which went into effect on August 1, prohibits the issuance of a marriage license to persons having transmissible disease and to imbeciles, persons under guardianship, and persons of unsound mind. The marriage of first cousins is forbidden, furthermore, and to secure a license a man must be able to show he can support a family. Finally, no licenses will be issued to persons "under the influence of liquors or narcotics." A particular objection to this statute, voiced by the Washington *Post*, is that its enforcement seems to be "left to the marriage-license clerks." Nor should they be surprized, *The Post* says, to receive indignant replies when they ask "the blushing bridal pair whether they are imbeciles, epileptics, degenerates, or have any transmissible disease," while it picks out Wisconsin's law as much saner, because in that State—

"There is an opportunity for an imbecile to consult his doctor first, and if refused a certificate he might then excuse himself from marrying on the ground that his salary had been reduced. It could hardly be expected, however, that even an imbecile would admit his deficiency in the presence of his sweetheart. An epileptic, under the sudden shock of the questions, might throw a fit for the benefit of the license clerk, but it is hardly likely that the questions would bring out the truth in any circumstances. The law merely gives the applicant a choice between perjury and admitting humiliating facts about himself or herself, and to many persons perjury will seem the lesser of the two evils, especially as the admission of disease or imbecility means a refusal of the license to marry."

Such a law as this is foolish, observes the New York *World*, in commenting on the press reports that many couples are going into other States to marry rather than submit to it. And *The World* adds:

"Another and less desirable result will be to delay marriage, if not ultimately to encourage irregular unions. This particular law is an example of the hasty legislation by which it is sought to secure racial improvement by statutory restrictions of marriage without regard to consequences, and which has become the cause of much of the discredit cast on eugenics."

However acceptable eugenics may be in theory, in practise it is bad, declares the Pittsburg *Chronicle Telegraph*, which is not at all surprized to learn that the new law is "not working well in Allegheny County." *The Chronicle Telegraph's* authority for this dictum is Dr. Charles S. Potts, a neurologist of Philadelphia, who is reported as saying: "You can not regulate the marriage of people in this world on utilitarian principles, that is, unless you are going to run it on the principles of a stock-farm." Of this statement *The Chronicle Telegraph* remarks:

"One need not be a scientist in order to see the point of the objection thus raised. Plain, unlearned men and women, who believe in getting married because of mutual love and respect, independent of scientific principles, can see it for themselves, and hence it is that the attempt to force the eugenics inquisition upon the people of Pennsylvania already shows signs of being a failure."

Another physician averse to what he calls the "violent methods" of some of our eugenic legislation is Prof. William Bateson, who is described by the New York *Evening Sun* as "unquestionably one of the leading authorities on genetics." In a paper read before the recent International Medical Congress in London, Professor Bateson is quoted by the press as saying:

"It is one thing to check the reproduction of hopeless defectives, but another to organize wholesale tampering with the structure of the population, such as will follow if any marriage not regarded by officials as eugenic is liable to prohibition. Nothing yet ascertained by genetic science justifies such a course, and we may well wonder how genius and the arts will fare in a community constructed according to the ideas of such legislators as we are told propose this measure in Pennsylvania and New Jersey."

In prompt answer to this the Philadelphia *Press* expresses the fear that Professor Bateson "has not carefully examined" the new law, which, it says, has the approval of a number of experts and "aims to do no more than prevent the marriage of persons who, it will be almost universally agreed, ought not to marry." Moreover, *The Press* points out that:

"The few diseases specified are diseases notoriously known to be responsible for a great deal of the lunacy, a great deal of the degeneracy, of the misery, and of the unnecessary mortality that modern science is fighting against. To prevent so far as is possible and proper the mating of people liable to transmit such ills to posterity is not to ignore mental and spiritual gifts no less important than physical traits. Our new law does not go anywhere near the extreme of allowing only physically and mentally perfect people to marry, with the object of raising up a perfect race. It simply says who within a very limited number shall not marry, not who shall."

Also emphatic in approval of the law is the Atlanta *Constitution*, which believes that "a clean marriage statute" in all the States would "lessen the records of crimes and morbidity," and argues that:

"While physical soundness is not the sole requisite for happy marriage, the records of eugenics prove what results from the union of persons afflicted with mental and moral and physical defects. No one questions the immediate effects of the union of unsound persons, and the criminal records show how the poison spreads out in future generations.

"The 'conspiracy of silence' which permits the contamination of the race to continue is largely responsible for this unhappy situation. There should be more plain talk in legislative bodies."

Pondering the matter in similar mind, the Philadelphia *North American*, while admitting the contention of its critics that "this is a law without teeth, in that it provides no penalty for falsifying in answering the questions," tells us that the only reason a more exacting statute was not enacted is because "the people of Pennsylvania are not yet awake to the importance of eugenic legislation," and adds:

"Despite the fact that these matters of race improvement and race preservation are so vital to human welfare and progress. . . . Pennsylvanians, on the whole, are so blind to this need that if a really effective marriage law had been urged, doubtless it would have been defeated. So the administration of the measure that was adopted, which does little more than establish a principle, will be chiefly educational. Its operation marks the beginning of a campaign of education which had to be undertaken in order to pave the way for genuinely protective laws such as the one just signed by the governor of Wisconsin, requiring every man applying for a marriage license to produce a certificate of good health signed by a licensed physician. . . . . .

"Behind the question concerning 'transmissible disease,' which is the chief target for the critics of the new marriage-license law, are certain social diseases which, tho they do not slay so quickly or directly as the white plague, to which they are a contributing cause, are recognized by the medical profession as the chief causes of human suffering and by all expert investigators ranked as the arch-destroyers of mental and physical efficiency.

"As a recent authority has said, if it were possible to present figures showing the full extent of this 'black scourge,' the eugenics movement doubtless would become a world crusade without delay. But this enemy is so insidious that it can not be fought in the open; hence the need for such protection as may be gained first through education.

"Pennsylvania's new law is a step in that direction."

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A LOVELY MESS.

—McCutcheon in the Chicago *Tribune.*

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"TAMMANY'S ENEMIES HAVE TO BE HONEST!"

—Minor in the New York *Evening World.*

IN THE EMPIRE STATE.

TAXING ANTHRACITE

THE STATE OF PENNSYLVANIA will add $4,500,000 to her annual income, according to press calculations, through the operation of a new law which puts a tax of "2½ per cent. ad valorem on anthracite coal at the mine breaker," and it is the opinion of some editors that the burden of this tax will be borne not by the coal companies, but by the ultimate consumer. In support of this contention, they refer to the fact that certain coal companies are inserting a line of explanation on their bills, which reads: "Plus the 2½ per cent. tax levied by the Commonwealth of Pennsylvania." Of the total amount collected by the State, we are told, one-half will be allotted to the counties producing coal, while the remainder will be subject to legislative appropriation. The tax will not alone materially reduce local taxation, *The Wall Street Journal* predicts, but in some cases "will eliminate it entirely." Nevertheless this newspaper is far from approving the coal tax, which it describes as "a charge drawn from the public for the selfish interest of a particular State," and it says in further criticism that the tax is "economically unsound," that it means "a dire increase in the already overwhelming cost of living," and finally that it violates in spirit the Federal Constitution, which "forbids any State from taxing exports without the consent of Congress." The New York *Tribune* is also outspoken in its condemnation of the new law, which it believes to indicate that "the Pennsylvania Legislature has dropt back into economic barbarism," and *The Tribune* continues:

"It is inequitable to put a consumption tax, with no view to protecting domestic labor or stimulating domestic industry, on a necessary of life, the cost of which will be increased in geometrical ratio to the smaller purchasers. Moreover, it is against the interest of the community to handicap the use of a valuable source of heat and power. The cheaper that power is and the freer its employment the more efficient the community becomes as a producer of wealth and comforts. It would be just about as sensible to put a tax per foot-pound on the water with which mills and factories are operated, thus artificially diminishing the value of the gifts which nature has bestowed upon us."

Just because nature decreed that most of our hard-coal deposits should be located in Pennsylvania, the Springfield *Republican* observes in this connection, is no reason why that State should collect from New England "a tax which is virtually a payment for the privilege of burning Pennsylvania coal," and it adds:

"The tax will inflame agitation for Federal ownership of the mines if it be made permanent. From any proper and reasonable viewpoint, those coal deposits are a national resource, a national asset. It would have been a blessing had they not passed under private ownership in the first place—only to become the property of monopolists controlling also the railroads that make the coal accessible to the consumer."

Comment of the like strain, which it has noticed in other Eastern papers, elicits from the San Francisco *Bulletin* the statement that:

"Coming from the heart of extreme conservatism, backed by organs of a reactionary type, this is a strange admission of the fact that private capital can't be trusted to deal fairly and equitably with the people where it has great power; that greed, selfishness, and folly will overcome any scruples of human nature and will not hesitate to impose on the needy the horrors of an artificial winter; that only from the collective body can even-handed justice ever come. In a roundabout way we are learning some fundamental truths."

A Pennsylvanian answer to the objections against the coal-tax proceedings from other States is voiced by the Philadelphia *Record*, which reminds us that the people of Pennsylvania have to pay the tax as well as coal consumers outside the State, and has this to say in favor of the tax:

"The State government is put to a large expense for the maintenance of hospitals necessary for the care of sick and injured miners, to say nothing of the cost of mine inspection, and there is no reason why it should not recoup itself. The day is also not far distant when a considerable portion of the anthracite region will, through the exhaustion of the coal supplies, be deprived of almost the sole means of its support. Pennsylvania can not regard this with indifference, and half of the tax is to go to the counties which see their wealth being rapidly depleted."

Additional support of the coal tax is found in a letter addrest to the New York *World* by John C. Jardine, who calls attention to the fact that great stores of wealth have been taken from Pennsylvania and are being taken "for the enrichment of other parts of the country," and he concludes:

"The coal tax has come from an appreciation of the fact that

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Pennsylvania wealth has been diverted to exploit other parts of the country to Pennsylvania's disadvantage. It is simply a case of the community safeguarding itself against the injustice of the individual, and that policy is everywhere present-day practise."

DAYTON'S UNIQUE CHARTER

DECIDING BY A VOTE of two to one, on August 12, in favor of what has been described as "the most advanced charter ever adopted by an American city," the citizens of Dayton are said to set an example that will be watched with interest by her sister cities in Ohio and in other States. Taking effect January 1, 1914, the charter, according to press accounts, provides for the short non-partizan ballot, a legislative commission, and a city manager, and the claim is made for it that it combines "the best features of the old commission plan" with the improvement of the manager idea. The commission, whose presiding officer has the title of mayor, consists of five members, and its functions are purely legislative. One of these is to employ "a trained city manager," to whom is entrusted the administration of the city's business, with the exception of the courts and schools. Thus there is no diffusion of responsibility, we are advised, "as seen in the straight commission plan, where each commissioner is in active charge of a department." To complete the balance of power, the people are given the right of the initiative, referendum, protest, and recall. That a city of the size and importance of Dayton should be willing to adopt the city-manager plan of government strikes the Chicago *Record-Herald* as "an interesting and significant development." It mentions Sumter, N. C., with 10,000 population, and one or two smaller places as being the only towns trying this system, and says of Dayton's new move:

"It illustrates the spread of the gospel of efficiency and local non-partizanship. Our cities are evidently prepared to do things which Germany alone has been credited with by students of municipal efficiency."

Similarly enthusiastic is a Columbus editor who, seeing other cities of his State "bound for better things," says:

"Dayton has adopted the commission plan of government with the managerial appendage, and Sandusky is to have the managerial, both rigid departures from the old federal plan. Now, watch them go by, which they will if the old gang doesn't resort to sabotage to destroy the delicate processes of civic reform. How we wish Columbus could have joined the golden opportunity and marched with her sister cities to the goal of an efficient and unselfish city government."

What the New York *Evening Post* calls "the noteworthy thing" about Dayton's new charter is "its break with commission government as it has been understood hitherto," and it states the case thus:

"Dayton, while declaring by a vote of two to one in favor of a commission, declares at the same time for that separation of legislative and executive functions which has been decried by advocates of commission government as a relic of an outworn system. Dayton's commission will do what any city council does, pass ordinances. Its mayor will have the honor of being the 'political head' of the city, and of presiding at commission meetings. But the man who will loom large in the city government will be the 'city manager.' Appointed by the so-called mayor, dependent for his salary upon the commission, he will exercise control, through appointments and removals and subject to civil-service regulations, of the entire Administration, exclusive of the courts and schools. In other words, commission government has swung around to the point of restoring the office of mayor, but with the difference that he is appointed by the Council instead of elected by the voters. This is Cabinet government in little. It may be a wise development. At any rate, the evolution thus recorded is a warning to reformers not to be sure that old ideas of government have suddenly become archaic, and that by the simple process of discarding them we can have the millennium merely by voting for it."

BLACK HAND SWAY IN ITALIAN NEW YORK

THE IMPORTANCE of the coming municipal election in New York City to the country at large is well shown, says *The Outlook*, by the increase in crime and the sway of the "Black Hand" among New York's Italians. According to the editors of the New York weekly, Italian murders in and near the city "since January 1 last number about seventy, and are on the increase; it is said that this is over twice the homicide rate of all England." This is a peril to the nation, but a problem to be solved by the city government of New York, for while "the evil spreads from city to country," it "must be met and checked at the port of entry." In a recent number of *The Outlook*, Mr. Frank Marshall White shows the completeness of the Black Hand's control over the Italians of the city. He further hints at the "politics" and the politicians back of this control. It is impossible here to reprint Mr. White's stories of individual exaction, spoliation, and murder. But even without these concrete illustrations, it is startling enough to be told that while up to 1909 the material progress made by Italians was marvelously rapid, their holdings in real estate and general commerce "not only have failed to increase during the last four years, but are probably considerably less than in 1909." Tho it is admitted that something must be attributed to other influences, "it is a fact that the falling off in these indicated totals of material prosperity among the Italians of New York is synchronous with the presentation of the freedom of the city to the Black Hand." And men of high standing among our Italian citizens are named who "do not hesitate to say that the Black Hand has ruined and driven out of the United States thousands of honest and industrious Italians who might otherwise have made the best kind of citizens." It was with the unavenged murder of Petrosino in 1909, says the writer in *The Outlook*, that "Italian crime began to increase throughout the United States, and it has continued to increase steadily until it is at its height to-day."

"The first manifestation of the power of these miscreants after the tragedy at Palermo was when they ruined the concert for the benefit of Petrosino's widow that took place in the Academy of Music in May, by sending threatening letters to prominent Italians who had promised to attend, and to the singers who were to take part. Within a month of the assassination of the famous detective, attempts were made upon the lives of Gabriel Longobardi in Chicago and Salvatore Dantonio in New Orleans, each at the head of the Italian detectives in those cities. All over the country Italian criminals showed their contempt for the powers of law and order. In New York City and the immediate vicinity, in 1909, after the death of Petrosino in March, aside from bomb-throwings, kidnapings, and crimes of blackmailing and extortion, there were fifty murders committed in the Italian settlements, two kidnaped children being among the victims. Italian crime had reached its greatest previous height in New York in 1905, when something like twenty lives paid the penalty. During the three years immediately following, Petrosino and his men cut down this record almost one-half.

"Black Hand crimes increased with more rapidity than ever when the Italian ex-convicts learned that General Bingham's scheme for their wholesale deportation had been frustrated by the Mayor. Things had come to such a pass in the summer of 1910 that Acting Mayor John P. Mitchel was memorialized on the subject of Italian crime by the Italian-American Civic League. In December of the same year a meeting was held at the City Club, under the auspices of the League, to discuss measures for relief. At the close of the year 1911 the New York *Times* devoted a page to prove that Black Hand crimes in this city had doubled during the previous twelve months; in 1912 the record of the previous year was far surpassed.

"During the first seven months of 1913 Italian criminality broke all previous records. It was noted in the newspapers that the four bombs that blew out windows and doors at respectively 756 Eighth Avenue, 187 Elizabeth Street, 35 Stanton

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Street, and 53 Oliver Street, between 3.20 A.M. of July 20 and 1.25 A.M. of July 22, brought the numbers of explosions in the Italian settlements of the five boroughs since January 1 into the nineties. More than sixty murders are recorded in the newspapers as committed by Italians in New York and the immediate vicinity from the beginning of the year up to August 1. Two policemen who died in the discharge of their duty were among the victims. The first few days of August saw no let-up in the activities of Italian criminals in New York. Early on the morning of the 1st the police captured four Italian burglars on a roof in West Broadway, after the desperadoes had emptied their pistols at their pursuers. On the night of Sunday, the 3d, two Italians were killed in a fight over a girl at Coney Island. The following night another policeman was killed in attempting to make the arrest of an Italian gunman in the Bronx."

Alberto Pecorini, editor of *Il Cittadino*, a newspaper whose aim is the uplift of the Italian citizen, and himself for many years a careful student of conditions among Italians in this country, is Mr. White's authority for the statement that

"the only Italians among between 500,000 and 600,000 members of that race in New York who are not being exploited by the Black Hand to-day are those who have made fortunes and do not live in the Italian settlements, together with the skilled workers, such as cooks, waiters, chauffeurs, barbers, tailors, mechanics, and masons. Ninety-five per cent. of the rest, Pecorini declares, the tradesmen, shopkeepers, and unskilled workers, are paying daily tribute to ex-convicts of the Mafia and the Camorra."

Mr. Pecorini, it seems, "attributes much of the power of the Black Hand to conditions brought about by the Italian newspapers of the city." He asserts that their policy "is to keep the Italian as much as possible out of an American environment, and ignorant of the laws, the history, and the opportunities this country affords, in order that the masses may be the more easily exploited by the criminals among them."

But the Black Hand's present power is, in Mr. White's opinion, to be traced to certain happenings in the last four years. Going back to 1909, we are reminded of the good work done by Lieutenant Petrosino under Police Commissioner Bingham in controlling the lawless Italian element in New York. But the Commissioner saw that something had to be done to "dam the noxious stream" of criminal immigration. The plan adopted was "to procure in Italy the penal certificates of as many as possible of the Italian ex-convicts who had come here within the three previous years and were therefore liable to deportation under the law of 1907, and then to round them up and send them back to Italy, where they would be taken in hand by the Italian authorities, instead of returning them to the ports whence they had embarked for America, that were in nearly all instances non-Italian, and from which they might readily return to this country." The cooperation of the United States and Italian Governments was secured, and Lieutenant Petrosino was sent over to get the certificates. After his murder on March 12, 1909, two other detectives succeeded in getting the needed records identifying some 350 Italian ex-convicts. But, as the story is retold in *The Outlook*, General Bingham had been dismissed from office when the detectives returned. More certificates were received from the Italian Government "until the number of criminals registered as available for deportation reached seven hundred." But, despite the need for haste because of the three-year limit for deportation, "there was no round-up of the malefactors." Mr. White continues:

"The machinery that, with the assistance of high officials of Italy and the United States, and at the cost of human life, General Bingham had constructed for the suppression of the Black Hand, was allowed by Mayor McClellan to fall into decay before a wheel was turned. This conduct on the part of the Mayor is all the more extraordinary in view of the fact that he had discust with General Bingham every detail of the project of securing the penal certificates from Italy, and had given it his hearty approval.

"There are only two conceivable theories upon which the retention in the United States by Mayor McClellan of the seven hundred Italian ex-convicts, whose names and penal certificates were in the hands of the police, may be accounted for. One is that to carry out a project that was calculated to reflect credit upon the official he had humiliated would make the Mayor's conduct in sacrificing General Bingham to the politicians seem the more reprehensible; the other is that the politicians came to the rescue of the Black Handers and ordered the Mayor to prevent their deportation. The acceptance of either theory convicts McClellan of a crime against civilization, and makes him more than any other one man responsible for the fearful carnage since wrought by these exotic desperadoes among their countrymen in the Italian settlements of New York and other parts of the United States."

ONE BLACK HAND LEADER WHO WAS CAPTURED.

Giovanni Rizzo, who is here seen handcuffed between his two captors, was convicted and sentenced to a long term of imprisonment. On his left, with the raincoat over his arm, is Lieutenant Corrao.

While the Black Hand operators are sometimes caught, and Lieutenant Corrao of the Detective Bureau, who occupies a position similar to that held by Petrosino, has been active and vigilant, it is Mr. White's deliberate opinion that to-day the Black Hand is in control of Italian New York. Much of the Black Hand's security, we are told, is due to political protection. To quote *The Outlook* article again:

"If it is doubted that the Italian criminal in New York has his defenders among politicians high in office, it may be mentioned that less than a year ago, when one of these ex-convicts was found guilty of perjury in the Supreme Court of the State, another Supreme Court Justice and a district leader of Tammany Hall went to the Justice who had tried the case and induced him to make the sentence of the convicted man a ridiculously small one. . . . When Lieutenant Vachris was in charge of the Italian squad under Police Commissioner Cropsey, the brother of a leading politician came to him at Police Headquarters to ask him to use his good offices on behalf of an ex-convict from Italy who had already served ten years here for forgery and was then under indictment for counterfeiting.

"The brief experience of William J. Flynn, now chief of the Secret Service of the Treasury Department in Washington, as Second Deputy Police Commissioner during the administration of James C. Cropsey, gives reason for the belief that influential politicians had the welfare of the Black Hand at heart at that time. Flynn, who as head of the Eastern division of the Secret Service, with headquarters in New York, had broken up the most important gang of Italian counterfeiters in the country and sent a score of them to long terms of imprisonment, was made Second Deputy and given charge of the Detective Bureau in October, 1910, his familiarity with Italian criminals and their methods being one of his qualifications for the position. He at once began a vigorous crusade against the Black Hand, and in

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December, for the first time in the history of the Police Department, a band of Italian kidnapers was captured with a stolen child they were holding for ransom in their possession, Flynn having personally conducted operations. Soon after this achievement he was assigned to the duty of raiding gambling-houses, and in April he resigned from the Police Department in disgust. 'I found the work that I wanted to do blocked and interfered with, and the work that I did not want to do put onto me,' was his only explanation."

END OF THE "MAGAZINE TRUST" SUIT

THE GOVERNMENT'S abandonment of its Sherman Law prosecution of the Periodical Clearing House, sometimes called the "Magazine Trust," is regarded as a vindication of the defendant publishers, press reports indicate, while it elicits occasional editorial opinion on "the possibility of using the antitrust act to interfere with common-sense business methods." A ripple of amusement is afforded, moreover, by the revelation that before the suit was started the Periodical Clearing House had practically gone out of business, "because it had been found useless and impracticable" by its founders, with the result, as one commentator notes, that it "actually had to be brought back to life in order that it might defend the prosecution." By a decree entered in the Federal District Court of New York on May 29, the suit was dismissed, and the Government had sixty days in which to take an appeal. The failure of the Government to take an appeal is interpreted as the end of the case. As a sign of the magnitude of the "magazine trust," we read that its initial capital was $2,500; and of its influence, that it never was an integral or important part of any publisher's business. Such is the statement attributed to Herbert S. Houston, president of the association, who is also reported as saying that the publishers who served as officers of the Clearing House gave of their time "out of all proportion to the importance of the matter to the magazines involved." The purpose of the Clearing House was to regulate and systematize the magazine-subscription business done through outside agents, and, according to Mr. Houston, "to a certain extent the Clearing House accomplished its purpose when it focused the attention of the magazine trade upon the demoralizing practises that had grown up around the business." His story of the case is thus related in the New York *Times:*

"When the Government's suit was started, many months after the conclusion of an investigation which the publishers had been led to believe was satisfactory to the Government, we, nevertheless, felt that we did not care to carry on an organization that was even claimed to be in violation of the law, and, therefore, while the suit was pending, the Periodical Clearing House was allowed to run down.

"Mr McReynolds, acting for the present Administration, apparently concluded, after the defeat of the Government on the full trial of the suit, that the Government could not succeed with a broader application of the Sherman law than had ever been given it, involving new principles not concerned with sales at all, but with the relations of employers to their agents, and so has decided to take no appeal.

"It has been fully explained to him that the Periodical Clearing House was practically out of business before the suit was brought, and the view of the Department of Justice apparently is that it was not worth while to take an appeal in a case where the Government would have to establish the application of the law to a new principle involving a concern that has already gone out of business.

"One of the results of the nation-wide publicity which was given by the Attorney-General to the commencement of this suit was that the press of the country had a good deal of quiet fun in anticipating developments which would show that muck-raking, trust-busting periodicals, professing a high moral tone, and severe in their condemnation of all sorts of combinations in restraint of trade, would be caught in a flagrant combination in violation of the laws against such monopolies and restraints."

Speaking editorially, *The Times* puts the question that if it is meet there should be joy over a repentant sinner, "what exaltation of sentiment becomes the discovery that the sinner was unjustly charged"? Then, adverting to the "hilarity" that must greet the abandonment of the suit against the Periodical Clearing House, it predicts that it will extend beyond the publishing trade to those who think they have "a right to maintain what conditions suit them in their own business, unless some public detriment be shown," and adds:

"In this specific case profits were attacked by combinations of distributers who sought to absorb funds allotted for the encouragement of circulation without rendering the services paid for. There was a combination of magazine publishers to correct what they thought undesirable influences on their business. The Government charged that this combination was for the purpose of regulating prices of sale and resale, but it had not a shred of proof, and now declines to appeal against an adverse decision. . . . This is satisfactory so far as it goes, but it would have been more satisfactory to have the same thing settled by a verdict of business men. Traders have had a certain grievance when their acts have been tested by the language of a statute which they have had no hand in framing, and in a form of litigation which makes judges act as a jury, testing the prosecution not by business standards, but by the language of a law which even judges had difficulty in understanding. The discovery of a right to regulate commissions comes pretty close to a right to regulate prices. If the Government may regulate prices by all sorts of uneconomic measures, why may not business men regulate prices fairly by measures adapted to that end? Admittedly the public dearly loves a bargain, and has a right to such as it can get by fair means. But has the public a right to 'cut prices' and the disruption of trade arrangements? Foreign courts hold that stability of prices and profits is as much in the public interest as irregular reductions of prices."

The failure of the Government's suit, in the view of the Washington *Times*, makes plain the fact that, "in one case at least, business is not to be unduly interfered with in order that the technicalities of the law may be vindicated."

TOPICS IN BRIEF

GOV. SULZER was at least tried by his peers.—*Wall Street Journal.*

SUCH a trifling matter as having two governors wouldn't trouble Mexico in the least.—*New York Evening Sun.*

"ON to Washington!" shout the women. Well, after these many investigations, nearly everybody is.—*Chicago News.*

THE politicians in Albany evidently decided not to wait for some one without sin to cast the first stone at Sulzer.—*Kansas City Star.*

JOHN BULL stands in the terrible predicament of having to be considered either a woman beater or a henpecked individual.—*Chicago News.*

WONDER what obscure colonel in the United States Army is now headed toward the White House, via the City of Mexico?—*New York Telegraph.*

ALL the charges may be true, but it does seem just a little strange for Tammany to be so indignant over things of that kind.—*Washington Herald.*

AMERICANS are planning to build a hotel in Tokyo which will be a reproduction of one of the New York hostelries. If they reproduce the New York prices the long-talked-of-war with Japan will probably materialize promptly.—*Nashville Southern Lumberman.*

IT is said that every time a woman carrying a handbag crosses London Bridge there is a panic in the House of Commons.—*Cleveland Leader.*

WHAT a triumph for justice it will be if Governor Sulzer is thrown out of office and Boss Murphy put there in his place.—*Philadelphia Public Ledger.*

WAR with Mexico would also be useful in providing a new crop of heroes. Those left over from 1898 are becoming rather shopworn.—*Kansas City Star.*

MASSACHUSETTS has a population of 3,366,416. Of these, 1,711,138 are females. The rest are candidates for governor.—*Philadelphia Public Ledger.*

THE LITERARY DIGEST has an article on "Stopping the Waste of Gas." And yet it never once proposes to shut down Congress or the Chautauquas. —*The Pathfinder.*

THE youngsters who imagine war is a picnic should hear this grim echo of the conflict in the Balkans: "Three thousand artificial legs are wanted by the Government of a nation at present in war. Estimates considered only from concerns who are able to deliver this quantity. Address Dr. Richard Mauch, Cologne, Germany."—*Nashville Democrat.*

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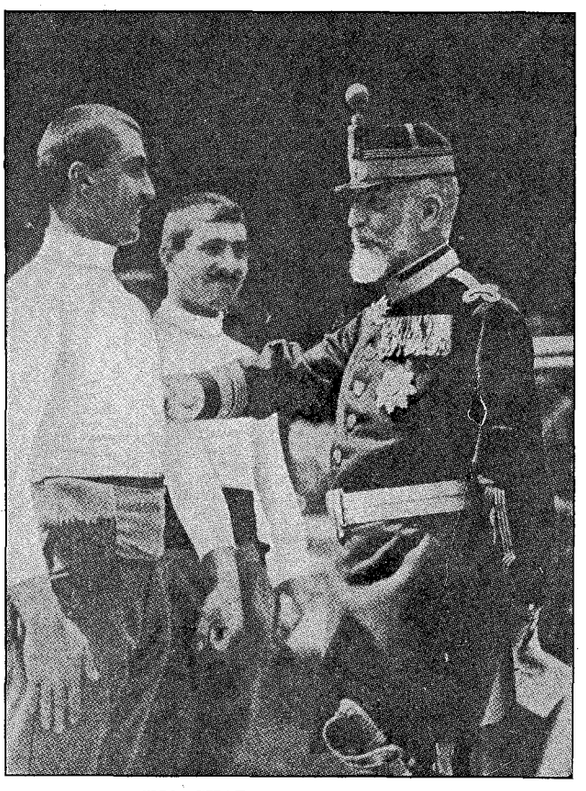
FOREIGN COMMENT

ROUMANIA'S HEGEMONY IN THE BALKANS

THE VAULTING AMBITION of Czar Ferdinand of Bulgaria has "o'erleapt itself and fallen on the other side"—the wrong side. Roumania, that never drew a single sword against the Turk, has come out as the lord paramount of the Peninsula. The press generally praise the statesmanship, tho they talk of "the piracy" of King Charles of Roumania, who mobilized his Army and threatened to march into Sofia, Ferdinand's beautiful capital, unless the peace treaty with all its humiliating conditions was signed by the Bulgarian sovereign. It is true that Russia and Austria avow that they will not submit to an excessive humiliation of Bulgaria; nevertheless the newspapers tell us that Bulgaria's wings have been clipt, that she is not to have Kavala, the coveted seaport on the Ægean with its hinterland of rich tobacco-plantations, but to be allowed possession of Strumnitza, an inland town fifty-five miles northwest of Salonika. She is to yield to Roumania a large strip of territory on the Danube, including the strongly fortified town of Silistria. Roumania now occupies a kingdom more populous than that of any Balkan sovereign state, as we see from the following table of figures published in the London *Times:*

POPULATION OF THE BALKAN MONARCHIES

Roumania	7,600,000
Bulgaria	5,000,000
Greece	4,500,000
Servia	4,000,000
Albania (about)	2,000,000
Montenegro	500,000



KING CHARLES OF ROUMANIA,
Chatting informally with two of his officers.

The London *Observer* expresses disgust at the bloody struggles of the Balkan Powers for territory—ending as it has in a sort of readjustment, not by right but by might. Thus we are told:

"There is no conceivable villainy, oppression, partition, and triumph of violence in any part of the world which would not be justified upon the precedents set by an unprincipled struggle in which the fight for territory has been carried on without the least regard to the political preferences and racial affinities of the hapless population of Macedonia."

To complicate matters, Bulgaria is dissatisfied with the final arrangement to which she gave her signature under the terror of a Damoclean sword, and the *Fremden-Blatt* (Vienna), the organ of the Austrian Foreign Office, remarks very guardedly, but very significantly:

"It is said in Bucharest that Bulgaria intends to make the frontier lines fixt by the Conference under the presidency of the Roumanian premier, Mr. Majorescu, as dependent on the indorsement of the Great Powers. It is not yet clearly known what form the Bulgarian protest will take. It may take the form of some reservations to be appended to the final treaty as a sort of protocol. In any case the peace initiatives at Bucharest mark an important event, and we hope when they are put to the proof by Europe, will end in a genuine pacification."

One of the best summaries of the provisions of this treaty we find in the London *Westminster Gazette,* which we quote as follows:

"What, as things stand, is the exact position of Bulgaria, for that is the determining fact both for the immediate and the remoter future? Roughly speaking, the peace for her has been made not on the basis of her victory over the Turks, but on the basis of her defeat by the Allies. She gets only a little triangle of Macedonia, with Strumnitza for its apex, lying between the Servian and Greek boundaries; she gets a narrow strip of Ægean coast, with no desirable port and very uncertain and difficult access for a railway, and as much of Thrace as she can recover from the Turk. Greece has been unyielding in her claim to Kavala, and tho certain concessions on her part are spoken of in the last stage, these are not important enough to be defined specifically. Servia and Greece divide the rest of Macedonia between them, but the former has apparently promised to make certain concessions to Montenegro 'corresponding to the aid which she has rendered in the war against Bulgaria.' To complete the story, we must add that Roumania has cut off and annexed a considerable slice of Northern Bulgaria, so that the Bulgarian people have to submit not only to the disappointment of their hopes, but to the actual loss of territory which till now has been theirs."

But the fight over the frontiers is not yet ended. Roumania, now triumphant, is warned by the *Hamburger Nachrichten* that "there will be many counter-claims made between her and Bulgaria before the frontier lines between these two neighboring States be finally settled."

Altho, to quote the London *Times*, "the impotence to which Bulgaria has been reduced by the paralyzing action of the Roumanian Army compels her to make peace on any terms," she still has the right to make claims for a revision of the "preliminary" treaty. That such a revision is possible seems to be indicated by Austria's positive demands for one, and we read in the *Wiener Allgemeine Zeitung*, "Now that the weapons of war have been laid down a period of energetic work is come for European diplomacy. The preliminary Treaty of Bucharest was approved by most of the delegates in the hope that in a short time its stipulations would have no more than a historic value as far as they clashed with the proposals made by Austria-Hungary before the opening of the Conference. These proposals were, first, that Bulgaria should not be crusht or humiliated.

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and, secondly, that she should not be ousted from central Macedonia. It is the task of Austria-Hungary and other Powers who take her view of the matter to secure the realization of these principles." The *Neuer Wiener Taggblatt* thinks that the treaty, from which Roumania is to reap most benefit, "is

KLEPTOROUMANIA; OR, THE PINCH OF CHIVALRY.

ROUMANIA—"Sirs, I will not stand idly by and see this helpless gentleman extinguished."

—*Punch* (London).

not valid without the assent of the Great Powers, and no Power that withholds its assent is bound by it."

The rôle of Roumania is thus outlined by the *Fremden-Blatt:*

"In the short space of eight days, a vast work has been accomplished under the direction of Roumania. After arranging her own disputes with Bulgaria, this nation has carried out the views of Europe in dealing with the belligerents, in order to reconcile them one with another. Convinced that to secure a favorable atmosphere for a peace conference an armistice was necessary, she secured an armistice. Now she is aiming at a general demobilization, in this way carrying out the exprest views of the Powers."

The *Reichspost* (Vienna) is of opinion that the treaty should be so revised as to give Kavala and a part of central Macedonia to Bulgaria, and this in "the name of justice and in the interest of a durable peace." The Russian Government, according to the *Temps'* correspondent at St. Petersburg, is strongly in favor of a revision of the treaty, and especially such a revision as would concede Kavala to Bulgaria.

Germany is averse to any such revision. The *Lokal Anzeiger* (Berlin) declares that this would necessitate the meeting of all the European Powers. Roumania is warmly felicitated by the *Kreuzzeitung* (Berlin) on her triumph, and this organ declares "the revision of the treaty is not by any means advisable."

Of Roumania's success and preponderance among the Balkan rulers and the dangers that result from this, the widely circulated *Daily News* (London) observes:

"Roumania will be the greatest of the States, which is what she desired; and the other States, having made the sacrifices from which she profits, will be sufficiently near equality to hold out a prospect of permanent rivalry and unrest, which is what Russia and Austria want. Speculation is venturesome, but it can hardly exclude as the outcome of such an arrangement an ultimate division of the Balkan Peninsula between Austria and Russia."

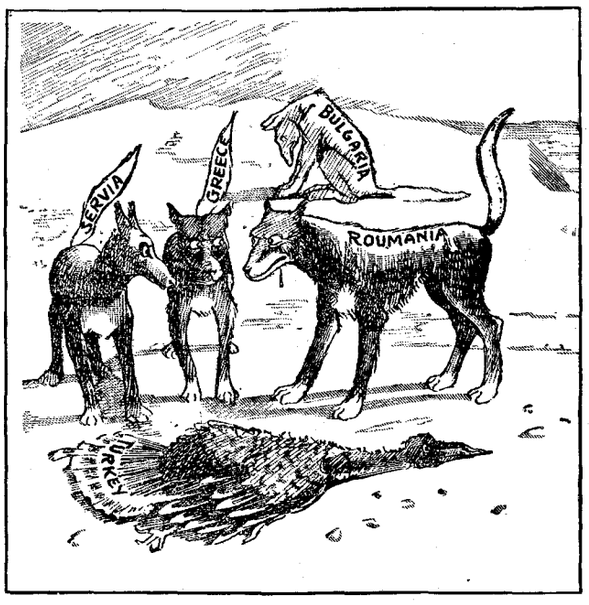
Finally, the influential *Irish Times* (Dublin), which has a keen interest in the political fate of the under-dog, sums up the situation in the following pungent sentences:

"King Charles has acted in this matter with the worldly wisdom which has marked his policy throughout the last year. He saved his strength until the last moment, when all the combatants were weakened by the long wars. Then he stept in, quite unscrupulously and without any particular justification, to demand a share in the general spoil. The strength of his Army allowed him to do so with the certainty of success, so long as his claims were moderate. It is to his credit that he did not ask for more than Bulgaria could give."

TURKISH OPTIMISM OVER ADRIANOPLE

THE TURKISH PRESS speak cheerfully of the prospects of Turkey in her hold on Adrianople. The veiled threat of the British Prime Minister, in which we see an intimation that the Powers are ready with the Big Stick; the charges made by Sir Edward Grey, and echoed in the European press, against Turkey's recalcitrancy and dishonesty in openly repudiating her pledges in the London Treaty, fall upon deaf ears in Constantinople; and Turkey, which has been driven out inch by inch till she is reduced to a frontier stretching between Media and Enos, calmly comes back again, seizes Bulgaria's captured city, the second city in the Turkish Empire, and says loftily in the words of the *Ikdam* (Constantinople), "Our retaining it (Adrianople) will contribute to the Balkan balance of powers!" According to this paper, no Government in particular wants Adrianople or wants any other Government to get it. Thus we read:

"Neither Greece nor Bulgaria will sacrifice one soldier to enable the other to recover it, and Servia will not again lend her aid to Bulgaria for the capture of Adrianople. She has already gained what she fought for. Why should she suffer more for an ungrateful ally? That she will not do so has been made clear by a recent utterance of her Prime Minister, Mr. Pachitch, 'If Bulgaria should propose that all the Christian



THE WOLVES.

FIRST WOLF—"Our poor brother has got badly wounded killing our turkey. What can we do for him?"

ALL THREE—"Eat him, of course."

—*Westminster Gazette* (London).

Powers, by armed force, compel the retirement of the Turks from Adrianople, the proposition would be considered, but the idea of such action is still vague.'"

The idea of Roumania's interfering with the Turkish occupation of Adrianople is dismissed in the following terms:

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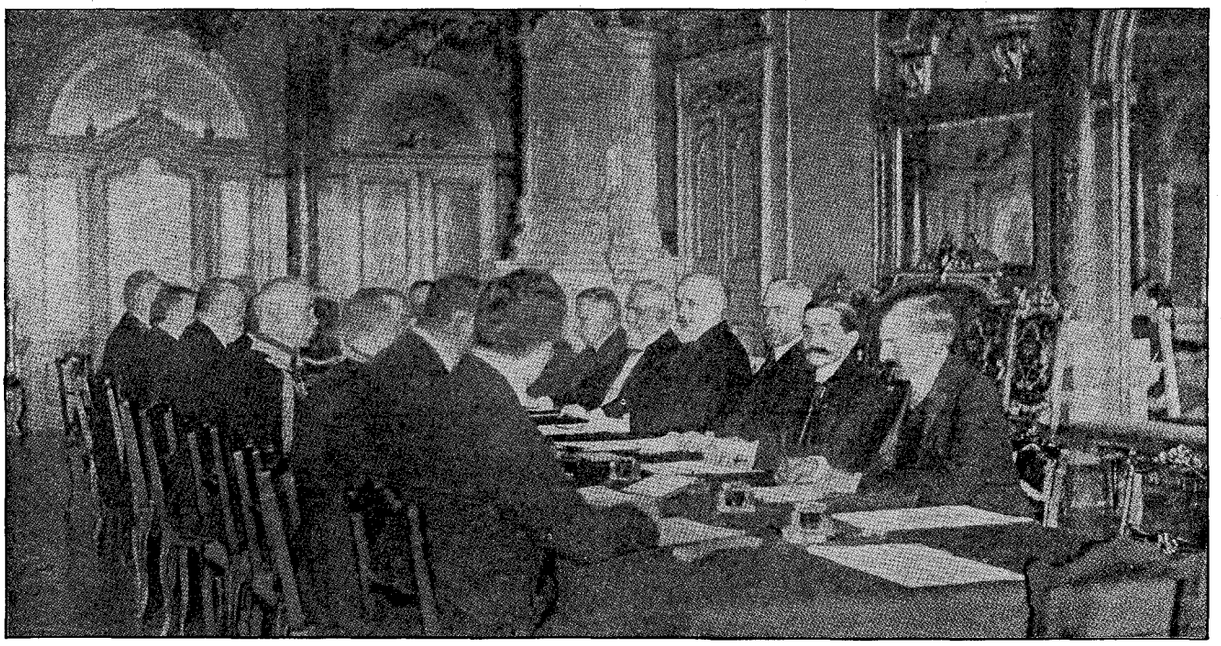

THE BALKAN DELEGATES AT BUCHAREST.

From the reader's right to left the first four are Mr. Pachitch of Servia, Mr. Venizelos of Greece, Mr. Majorescu of Roumania, and Mr. Toutchef of Bulgaria. Summoned by the King of Roumania, they framed the treaty defining the boundaries of the Balkan provinces.

"That Roumania should lend her aid to Bulgaria, under existing conditions, in an attempt to take Adrianople out of the hands of her old friends the Ottomans is to us unthinkable."

The *Tanine* (Constantinople) strangely interprets the warnings of English statesmen as referring to Russian interference, but quietly maintains its position that Adrianople is a Moslem city with whose possession Russia has nothing whatever to do. To quote the words of this paper:

"Both in London and at Bucharest it is regarded as essential that we observe the requirement to make the Enos-Media line our boundary on the west. Mr. Asquith and Lord Morley warn us of the danger we incur if we do not retire within that line. Their fear is for us, for some unmentioned calamity that is to overtake us if we stay in Adrianople. England is not herself to interfere against us. Oh, no! What then? These English statesmen do not say our movement in occupying Adrianople is bad or unjustifiable, but is dangerous. Why? Because there is a Power ready to make the possible peril actual, to take advantage of the opportunity—Russia! On what ground; not because of some alleged infringement of the London argument, but because by our occupation, as Mussulmans, we have no quarrel or questions impossible of solution with her. Adrianople is a Moslem city. We are not trying to wrest a Slavic possession from her owners. We claim the right of holding what is our own."

Turkish editors, evidently writing to please and flatter their own party, seem too frequently to miss or misunderstand the point which lies in the dark sayings of European statesmen as representing the attitude of the Christian Powers. Thus, *The Sabah* (Constantinople), sweeping aside all Ottoman pledges and treaty promises, thus reasons calmly on the general advantages of Turkey's remaining in the territory from which she has been turned out at the expense of so much blood and treasure:

"To compel the abandonment of Adrianople by us will make present confusion in the Balkans worse confounded, will open the door for intrigue, and offer pretenses for changes and readjustments without end.

"We can not believe the European Cabinets will invite occasions for further strife or willingly subject the Ottomans to yet greater calamities and internal divisions or hedge up our path in honest pursuit of our common aim for the progress of all our peoples in whatever contributes to the physical, mental, and moral elevation of a nation."—*Translations made for* THE LITERARY DIGEST.

ORIENTAL MENACE TO INTEGRITY OF THE BRITISH EMPIRE

THE QUESTION of the yellow races in the United States is of trifling import compared with the peril to which England's imperial dependencies, and indeed the whole Empire, are exposed from the restless aggressions of the Oriental races, including Japanese, Chinese, and East Indians. This is the opinion of Mr. Archibald Hurd, who is editorial writer on the London *Daily Telegraph* and an expert on the naval question of the world. He has published volumes and contributed to both English and American reviews, and deals in a broad way with the question as to what part fleets are to play in keeping together the eastern, southeastern, and western sections of the British Empire. Writing in *The Fortnightly Review* (London), he quotes from the speech of "a public-spirited resident of British Columbia" to the effect that "the problem of the new era is the problem of the New Pacific and New Asia, and the problem of the New Pacific and New Asia is that of the struggle of the white and yellow peoples for world supremacy; the vital issue of to-day is the Japanese struggle for world supremacy." English statesmen seem blind to this truth, he continues, and confine their attention to "study of the chart of the North Sea and the map of the Balkans." There are more important subjects of inquiry for England than "the fortunes of Montenegro or the sickness of Turkey." Then follow these words of warning:

"If we do not determine to see the Empire whole and keep the fears, aspirations, and needs of its every section within view, we may lose some of it. The writing is on the wall.

"While Europe is preoccupied with the struggle of Slav against Teuton, and British politicians are watching the changing scenes on the European continent as tho no other continent existed, incidents are occurring on the other side of the world which show unmistakably that the rivalry between the white and yellow peoples is assuming dangerous proportions. While the Imperial Government is bound to Japan by a defensive alliance, the British peoples whose shores are washed by the Pacific Ocean are becoming increasingly dominated by the fear of the 'yellow man' as well as of their fellow subjects of India. This fear, and not the growth of German naval armaments or

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uncertainty as to the future of the little Balkan States, is definitely and rapidly molding the destinies of these Dominions on the other side of the world. As a straw indicates the direction of the wind, so numerous events of recent occurrence suggest that this anti-Asiatic movement will in a short time become the determinative factor in Imperial policy, and may eventually prove a root of action surpassing in strength the sentiment of kinship which has hitherto sufficed as an effective bond between the various sections of the Empire."

"A state of racial war already exists in the Pacific—the new world of politics and commerce." Mr. Hurd thinks that this war "may split the British Empire in two." The alarm felt on this point by the British inhabitants of Australasia and Western Canada is acute, remarks this writer, and why?

"They have seen Japanese emigrants settle in Queen Charlotte Islands, off Vancouver, and rapidly take possession not only of those islands, but of the fisheries on the coast of British Columbia; they have witnessed the settlement of 40,000 Japanese, and nearly as many Chinese, in California, where whole districts have become Orientalized; they have heard of the rapid increase of the Japanese population in the Island of Hawaii; they know that the Japanese are swarming over the Loyalty Islands under the eyes of the Commonwealth, and they believe that they covet the vast unoccupied territories under the British flag in Australia. Wherever the Japanese emigrant settles he underbids the white man in the labor market, his family follows him to his new place of settlement, his customs and habits become predominant, and, with persistent pressure, he and his kin enlarge their boundaries, driving the white man before them.

"We who live far removed from this racial problem can not afford to ignore it, unless we are content to witness the growth of a movement which may dismember the Empire. The people in other parts of the King's dominions can hardly realize the intensity of the anti-Japanese feeling which dominates all the peoples of the white race who live on the slopes of the Pacific Ocean."

According to the views of Mr. F. B. Vrooman, of British Columbia, quoted in the article we cite, the Japanese have placed in their political program "the occupation of British Columbia," where they have "settled down in solid phalanxes of 10,000 or more at a time and place, and become undigested and indigestible lumps in the political ventricle." To quote further:

"Our Province is becoming Orientalized, and one of our important questions is whether it is to remain a British province or become an Oriental colony—for we have three races demanding seats in our drawing-room, as well as places at our board—the Japanese, Chinese, and East Indian.

"According to a report of the Assessment Commissioner several years ago (I have no later figures), nearly an eighth of the population of Vancouver was Oriental, with that of the New Westminster district larger. But the Orientals are practically all male adults. If they had their families with them their numbers would have been about five times as great, and this would represent permanent population; and this would have given over half the population of Vancouver as Oriental, while giving one Oriental male adult to every three-and-a-half whites of the male adult population of the Province."

Mr. Vrooman, in the speech from which our writer quotes, states clearly the basis on which the anti-Japanese feeling in the Dominion rests, and informs us that:

"Japan will not allow a foreigner to own or even work a mine in Japan, but she unreasonably demands for the Japanese the right to work in the mines and to own and exploit the mines of Canada and the United States—one small syndicate of coolies having now possession of a copper-mine in British Columbia worth nearly a million pounds. She allows no foreigner to engage in fisheries in Japanese waters, but she demands the right of the Japanese to fish American and Canadian waters; and, as a consequence, all the fisheries of British Columbia, which are 30 per cent. of the fisheries of Canada, which are the largest and most profitable in the world, are now wholly in Japanese hands, yielding 10,500 Japanese laborers from £100 to £600 a year apiece, the most of which is sent in cash to Japan, and alienated from the British Empire forever. It is a well-known fact that Japan will not tolerate our workmen on her soil, except those skilled laborers we have been simple enough to send over to teach the Japanese how to make goods cheaper than we can make them.

"Japan is gradually taxing, or legislating, or expropriating every Western interest out of Japan, Korea, and Manchuria, and as far as possible out of China, but she demands equal rights and opportunities for the Japanese workman, merchant, financier, farmer, in the business opportunities and potential wealth of the New World, and more—those safeguards and protections which the Japanese themselves can not grant to their own people on their own soil—equal rights in the privileges of an Anglo-Saxon democracy.

"If Japan wants something on the American Continent, Canada and the United States must give it. If Canada and the United States want something in Japan, Korea, or Manchuria, it is inimical to the interests of Japan, and they can not have it. Whatever is prejudicial to the interests or the pride of Japan must be yielded by Canadians and Americans. Whatever is prejudicial to the interests of Americans and Canadians must be accepted because of the imperious demands of Japanese pride and national interest, and the power of the Japanese war-ships."

An imperial world fleet, enforcing strict immigration laws, must be organized for British protection as a barrier against the rising flood of Orientalism. The danger to British interests at present is that the British in the Pacific Territories may be forced, by the neglect of Imperial Government, to turn for help to the United States. As this writer says:

"It must be evident to all who study the course of Dominion policy that matters have reached a critical condition. In some minds in the Dominions there is already developing the idea, still it may be dim and shadowy, that the road to safety lies rather in close cooperation with the United States than in reliance upon the vague and undefined, if benevolent, intentions of the Imperial Government, worried by many little things—not forgetting the suffragettes. While these white peoples are facing the problem which they regard vital as to their future, the Imperial Government appears to them to be absorbed in a hundred and one more or less trifling problems appertaining to the affairs of the British Isles and in the clash of policies in Europe, to the exclusion of all thought upon the major problems of the Empire which to the Dominions are very near and very real."

THE ORIGINATOR OF THE BALKAN WAR—The statesman who originated the war that ended by crippling Turkey in Europe, and was principal agent in revivifying Greece and giving her back some of her early prestige, was the present Prime Minister, Eleutherios Venizelos, says W. Pember Reeves in the London *Daily Chronicle*. In 1910 he said to King George, "Let me have five years of office and I will give you a new Greece!" Mr. Reeves gives a clear account of the way in which the Prime Minister baffled the bellicose Young Turk Party by forming a Balkan Confederacy. Of his pledge to the King we read:

"He has gone far to redeem his promise of national regeneration in less than three years. He came into office anxious for peace abroad in order to have time for reorganization at home. To face the aggressive policy of the Young Turks, he had the hardihood in the spring of 1911 to make his famous secret approach to Bulgaria in quest of a defensive alliance. The Bulgarians kept him waiting twelve months for their decision. They only gave him their assent after concluding a secret alliance with Servia, of which they did not apprize him. They closed with his offer finally in May, 1912, chiefly because they discovered about that time that the Greek Army was being licked into something like shape by French military trainers and a better administration. Moreover, Italy's attack on Turkey had wakened all the Balkanic Governments. Venizelos found no difficulty about coming to an understanding with Servia and Montenegro; but when the massacres at Kochana and Berane made it inevitable that the Slav kingdoms would go to war, he was still uncertain of Bulgaria's attitude. At the last moment the Bulgarian Government informed him that they were about to mobilize, and invited Greece to cooperate. Venizelos had just four days in which to make up his mind. He found the time sufficient, and the rest is a matter of history."

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SOME MEDICAL FADS

MEDICAL FADS have occasionally been commented on by the laity and ridiculed by the comic papers, but when an eminent medical professor dissects and condemns them in a leading article in *The Journal of the American Medical Association* (Chicago, August 9), it is possibly time for some of the rest of us to take notice. When the funny paragrapher suggests that there are too many operations for appendicitis, or that the injection of serums is being run into the ground, we may laugh and pass it by. We may even pay little attention when the same thing is said by an unorthodox or semiorthodox medical writer; but a pronouncement on the first page of such an ultraconservative as *The Journal* can not be overlooked. The writer is Dr. Joseph Zeisler, professor of dermatology in Northwestern University Medical School. Dr. Zeisler believes that Americans in general are faddists, and that American medical men simply swim with the current. Our fads, he says, "show a very short life and a continuous change," and we are "strongly inclined to cultivate certain fads just about when they begin to be discarded by Europeans." He goes on to say:

DR. JOSEPH ZEISLER,

Who says that Americans in general are faddists, and that even our doctors do not entirely escape this characterization.

"There was a time when ovaries were sacrificed to an extent amounting to a fad. The same criticism might perhaps without much injustice be made to-day as to appendectomy. A few in this audience may perhaps recollect that short-lived fad of nerve-stretching in cases of tabes, or may still have in mind the time when galvanocautery of the turbinated bodies in the nose was practised for the relief of hay-fever, chronic rhinitis, and almost any pathologic state in the nostrils, with a great deal of vigor and very little rationality. The injections of paraffin for the relief of cosmetic defects may also be classed among the short-lived fads. The irreparable harm which this practise has often done has led to its utter abandonment except in rare instances. I may not be competent to speak about matters outside of our own special domain, but my impression is that the extent to which Freud's psychanalysis has been exploited in neurologic literature of late borders on faddism.

"Coming to matters of more personal interest to us, I might remind you of the almost unprecedented enthusiasm with which Roentgen rays were used and abused soon after their therapeutic value was first brought to our notice, twelve or thirteen years ago. It was a veritable fad to employ them in all kinds of conditions, often without even a correct diagnosis being made. It took a great many and costly lessons to narrow down the field of their usefulness and to modify the technic of their application to a plane of safety. No one can appreciate the remarkable therapeutic efficiency of Roentgen-ray treatment in many dermal conditions more than I do, but my brief criticism in this connection is directed against its misuse in inexperienced and untrustworthy hands. . . . . .

"In former times I could make the almost daily observation that physicians in general and even specialists were very slow in adopting any form of treatment which required the regular use of a hypodermic syringe. That applied, of course, particularly to the treatment of syphilis. All this has changed wonderfully of late when almost anything is being treated by the injection of all sorts of serums and the so-called vaccines or bacterins. I feel perfectly incompetent to discuss that subject in general from its many points of view. I realize its great possibilities and its scientific fundaments, but when we see that vaccines are recommended and used for the treatment of vertigo, hay-fever, rheumatism, and sciatica, of appendicitis and gall-stones, we are forced to regard such practises as fads. . . . . .

"Of most interest to dermatologists is without any doubt the use of vaccines in the treatment of acne, on account of the frequency of this disease in our practise. . . . Leaving entirely out of the discussion the question whether or not the acne bacillus is really the cause, or at least the chief cause, of acne, a matter which is by no means universally acknowledged or proved at all, the fact remains that extensive observations will force on us the conviction that these injections have very little, or at best only temporary, effect in most cases of acne. This applies at any rate to the stock vaccines in the market. Whether or not the use of autogenous vaccines, which means dependence on a reliable bacteriologic laboratory, will ever become popular remains to be seen. . . . . .

"We are living in a period to-day when the pathologic laboratory has become indispensable to us in our daily work, but we should not use it for the pursuit of fads; we should not forget that, after all, the laboratory should be our aid, our assistant, not to say our servant, and not our master. Clinical knowledge is in danger of becoming neglected in favor of laboratory methods. The two must work together if we are to perform our work successfully."

IMPROVEMENT IN MATCHES—The fumeless match is becoming more common than of yore, and the time may come when it will occupy the field to the exclusion of all others. Time was when to strike a match meant vitiating the air for rods around, setting every one coughing and wheezing. The following facts, from *The Lancet* (London, July 12), apply presumably to Great Britain, but they are fairly applicable to our own country also:

"A few years ago something like eighteen million gross of boxes were consumed per annum, 63 per cent. of which were the 'strike-anywhere' match and 37 per cent. the safety-match. About twelve years ago the percentage of safety-matches consumed was only 18 per cent., the consumption of the 'strike-anywhere' match being 82 per cent. More recently the safety-match is being shown to overtake the 'strike-anywhere' match with advantages, we think, to the public. The modern match is a great advance on the match of a decade or so ago. Yellow phosphorus has been banished from its composition—a fact which has conferred benefits not only on the operatives engaged in the manufacture of matches, but on the consumer also. The combustion of phosphorus in the air, of course, adds to it an undesirable constituent. The modern 'strike-anywhere' match contains phosphorus in the form of a sesquisulphide, which does no harm to the factory-hand, but which, all the same, gives off irritating and poisonous fumes when struck—namely, the oxides of phosphorus and sulfur. The safety-match frequently gives off sulfur dioxid in irritating quantity, but no phosphorus. The phosphorus in this case is on the rubber on the box in the shape of red amorphous phosphorus, which is not poisonous, and as little of it actually burns on the friction of the match very little oxid of phosphorus is formed. Some of the matches contain the poisonous lead oxid or chromates as oxidizers, while in others potassium chlorate and manganese dioxid are employed for the same purpose. In spite of the enormous number of matches used, the fumes they give off on combustion can not be considered a serious source of mischief. But these fumes do

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unquestionably pollute the air, more especially when they are used frequently, as in a railway-carriage or smoking-saloon. We may be thankful, however, that both the old yellow, or 'live,' phosphorus match and the sulfur-tipped lucifer are extinct, inasmuch as their effect in vitiating the air was appreciable."

PIPE DREAMS ON THE GULF STREAM

THE ABOVE TITLE, which introduces a review of Carroll L. Riker's book on "Power and Control of the Gulf Stream" in *Engineering News* (New York, August 14) would seem to indicate that *The News* does not take seriously Mr. Riker's plan to "control the climates, heat, and light of the world" by deflecting the Gulf Stream, building for this purpose a marine dam or jetty about 300 miles long and 300 feet high. Engineers in general appear to have considered this proposition with an interest that is somewhat academic. It will be remembered that an effort to obtain aid from Congress for the enterprise has so far been unsuccessful. Says the reviewer:

"'Man can control the climates, heat, and light of the world by protecting the warm north-flowing Gulf Stream from the onslaughts of the ice-cold south-flowing Labrador current,' according to the assertion of the author of this book. The results of the intellectual labors designed to establish this assertion the author 'most respectfully dedicates to him who holds the power to physically control the world, its climates, its heat, and its light.' The dedication is not to God Almighty, as we begin to surmise, but to 'His Royal Highness and Imperial Majesty King George V.' With this introduction we hardly need a biography or portrait of the author.

"The assumptions upon which all this fabric of pseudo-science rests are stated in the preface somewhat as follows: . . . The great warm, north-flowing Gulf Stream conveys needed heat to the northern hemisphere, but is met and robbed of it but half-way there by the cold Labrador currents; and this meeting can be avoided and consequent benefits ensue by controlling the flow of the Labrador current. . . . . .

"Mr. Riker begins his book by a general description of the Gulf Stream, with popular but not particularly impressive figures as to the amount of water it carries and the heat it contains, compared with coal, etc. He next describes the Grand Banks off the southeast coast of Newfoundland, where the ocean bottom is known to have a depth of only a few hundred feet for many miles off shore. Over this plateau flows the cold Labrador current from the north, which meets and dissipates the Gulf Stream, causing the North Atlantic fogs; and the easing up of the currents of the two streams deposits the silt carried by the Labrador current, which has thus built up the Grand Banks. A part of the Labrador current then flows down our North Atlantic coast and is, according to Mr. Riker, responsible for all manner of bad climate, coast erosion, and other dolorous results.

"We are now prepared to receive our author's grand conception for obviating all these ills. This consists in nothing more than building a jetty from the southeast point of Newfoundland easterly for 200 miles in water only about 300 feet deep. This jetty would obviously deflect the warm Gulf Stream into deep water around the end of the jetty, while the cold Labrador current, also deflected around the jetty, would immediately sink and pass under the Gulf Stream and be lost forever in the depths of the ocean; and the warm waters of the Gulf Stream would then proceed unmolested to strike terror to the ice accumulations to the very pole itself. A jetty only 30 miles long, we are assured, would modify the climate of the coast from Newfoundland to Cape Hatteras, and modify the rigors of the cold winters; late springs, coastal fogs, and the scouring counter-currents would be avoided, and open winter harbors would unquestionably be secured north to the St. Lawrence. What a 200-mile jetty would do we leave to the imagination of the reader."

The construction of such a jetty at first glance would seem an appalling undertaking, but according to the author it is easily accomplished. The essential requirement, he says, is a backbone of riprap, and the silt deposited by the current will do the rest. The time required, he states, is two years for surveys and plans, about three years to construct the plant for handling the stone, and within three seasons thereafter the jetty would be in use. The cost is roughly estimated at $190,000,000. To quote the reviewer again:

"In a footnote the author assures us that he has 'up his sleeve,' so to speak, a much simpler plan, which is under investigation. Altho not explained in this book, we will satisfy the curiosity of the reader so far as to give some of Mr. Riker's verbal explanations of this scheme, which is to anchor a huge cable or rope, of about the same specific gravity as sea-water, along the line of the proposed jetty to retard the bottom current and build up a silt jetty entirely without a riprap backbone. The cable would lie along the bottom and be kept in position by kedge anchors, which would allow it to rise from time to time as the silt bank was built up under it. This, the author says, would reduce the cost two-thirds or possibly five-sixths, or make the matter of cost a mere bagatelle of $40,000,000. . . . . .

"The subject as a whole certainly has interesting features, and as there are many engineers who as practical scientists like to discuss both terrestrial and celestial engineering problems for mental exercise and amusement, we cordially recommend to them a perusal of this little book. It will furnish the theme for many an animated argument in the off hours in camp and office—and be about as profitable as those arguments we are told the philosophers of the dark ages had as to the number of angels who could rest comfortably on the point of a needle."

THE FALLACIOUS MUSHROOM

UNDER THE HEAD of "Mushroom Fallacies" it is asserted editorially in *The Journal of the American Medical Association* (Chicago, August 9) that the traditional test of the comic paragrapher is really the only way to tell a mushroom from a toadstool. This test, it may be remembered, is simply to eat the object. "If it kills you, it's a toadstool; if it doesn't, it's a mushroom." Furthermore, even the most nutritious mushrooms have little nutritive value. Their chief use, the writer thinks, is as condiments; and as a condiment that may poison the eater is an undesirable one, the conclusion is obvious. Doubtless this writer's advice will not appeal to those who regard the unculled mushroom crop as a vast neglected source of food supply for the million; but it is an undisputed fact that he who never eats a mushroom will never suffer from mushroom-poisoning. To quote from the editorial:

"Many reputed tests to distinguish the innocent from the harmful toadstool are current and are implicitly believed in by some. It can not be too emphatically stated, therefore, that so far as is known there is no single guide, with the possible exception of a chemical analysis, which will give results of any value whatever. Every scheme for distinguishing edibility in these fungi should be decisive and give uniform results. Some of the alleged tests deserve mention in order to point out their unreliability and their danger. Among them the so-called 'silver test' is most prevalent. It is believed that a silver spoon or coin placed with toadstools while cooking will demonstrate by blackening or failure to blacken whether or not the fungi are safe to eat. It need only be said in criticism that there are both poisonous and non-toxic species which act alike on silver. Again, no reliance is to be placed on the contention that if the outer (upper) skin of the top of the toadstool peels off readily, such a species is edible. Some poisonous species also will 'peel.' Flavor has often been alleged to serve as a reliable guide to edibility, the bitter or peppery species being charged with detrimental attributes. Experience shows, however, that the most poisonous toadstools are not at all disagreeable in respect to the flavor of the raw tissues. And so we might mention further the alleged telltale color changes that are supposed to appear when toxic mushrooms are bruised or broken; or the existence of a milky juice, or the susceptibility of the fungi to the invasion of insects, which are believed to avoid the pernicious varieties. None of these 'tests' can be applied with any certainty. As the 'proof of the pudding is in the eating thereof,' so the surest way of learning to distinguish the poisonous from the innocuous mushrooms is by eating them—a heroic

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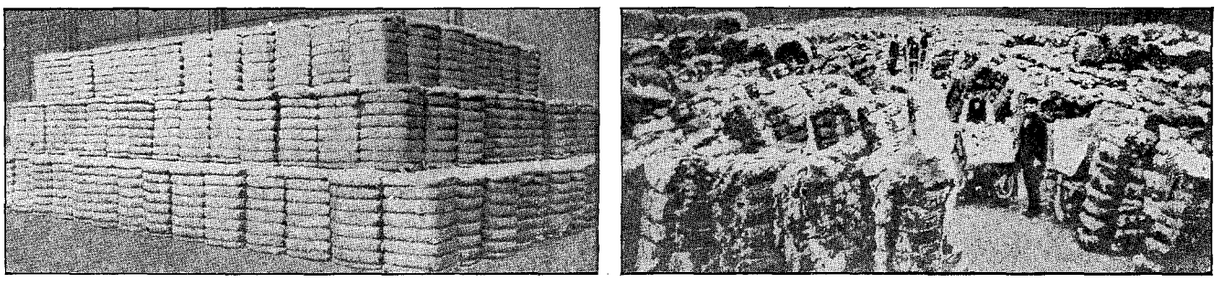

FOREIGN AND AMERICAN STYLES IN COTTON-BALES.

The first picture shows the sound condition in which seven hundred bales of West African cotton, shipped by the British Cotton-Growing Association, reached Liverpool. The second picture shows the slovenly state in which a shipment of American cotton reached the same port.

procedure—or by learning the experience of others. There is no royal road to mushroom knowledge, but one must learn to know the various species as one learns to recognize the familiar plants of the forest, the field, and the garden.

"To those who cherish the hope that the mushroom, often proclaimed as the vegetable beefsteak which Nature lavishly offers at every hand, may solve some of the problems of economy in nutrition, we can give little comfort; for as has been pointed out before, even the most nutritious mushrooms are of little real nutritive value. Their chief claim to dietetic recognition lies in their use as food accessories and dietary condiments. In no wise can they be regarded as a substitute for the substantial meats or the familiar vegetable products ordinarily consumed by man."

BACK-NUMBER COTTON-BALES

THAT OTHER NATIONS have improved on the methods of baling cotton, while we have been standing still, is asserted by *Cotton* (Atlanta, Ga.). Many American spinners, it is said, have exprest their willingness to pay a premium on gin-comprest bales, which are particularly neat; yet the American bale continues, to quote the words of an American critic, "a dirty, damaged, disreputable, water-soaked, wasteful, slovenly, clumsy, highly inflammable, turtle-backed package." The pictures given herewith were taken six years ago, and conditions are practically the same to-day. Says *American Industries* (New York, August):

"Six years of hearty accordance with this anathematization leave the bale unaffected. The reasons for its lamentable condition are better understood, and the tentative recommendations for its improvement have recently been made by a Washington official. The raw cotton is sent from the farm to the ginnery to be stript from the seed and be packed in ginners' bales of a superfluously heavy and wretchedly inferior canvas. The bale weighs roughly 500 pounds, and conveys nineteen to twenty-four pounds of bagging and hoops.

"The majority of gin-presses in America are inefficient, and before export the bale has to be reduced in size to economize freight. For this purpose, it is sent to a compress, owned, like the bagging-factories, by a trust. Export cotton is sold on a contract known as the 'c. i. f. and six,' descending from the days of lighter cotton-bales, and sanctioning a tare of six per cent. (thirty pounds). The ginnery tare of an average twenty-two pounds is excessively heavy to begin with, but in order that the shipper shall not lose any weight, the weight of packing is bloated to the full thirty pounds or beyond at the compress to the shippers' orders. The rules do not admit of the adding of more than a specified number of hoops, or the difference might be made up in steel. Accordingly there are sewn to the bale a number of patches of second-hand bagging proportionate to the circumstances, and cotton-shippers take frankly into calculation their profit on patching. The Egyptian bale, weighing 720 pounds net, arrives in immeasurably better condition than the American, with a three-per-cent. tare, and the Indian bale is efficiently protected by a two-per-cent. tare. No similarly valuable produce is so scandalously mishandled, yet nothing more tangible than a suggestion to change the export contract is forthcoming officially from America."

CLIMATE AND EMIGRATION

THAT RACIAL MIGRATIONS have been affected by weather changes much more than has hitherto been suspected is asserted by an Austrian scientist, Edward Brückner, who adduces some interesting statistics to prove his case. His book, published in Vienna last year, has just been exhaustively analyzed by *La Géographie* (Paris). Our translations below are from a review in *Cosmos* (Paris, July 24). Brückner's theory of a 35-year cycle in meteorological phenomena has been known for some time to scientific men. According to his calculations, dry and wet years are grouped in nearly constant periods. For the nineteenth century he distinguishes five clearly marked periods:

1806–1820	Cold.
1821–1835	Heat.
1836–1850	Cold.
1851–1875	Heat.
1876–1890	Cold.

During the two last centuries, the years representing the centers of periods of cold and wet have been:

1705	1740	1775	1815	1850

And for the periods of heat and drought:

1720	1760	1790	1830	1860

This gives 35 years for the average of the oscillation. The central year of the last warm, dry period, he thinks, was 1900. To quote *Cosmos*:

"In a recent lecture, Mr. Brückner has studied the relations of these variations with the movement of emigrants. From 1805 to 1911, twenty-eight and one-half millions of persons left Europe for North America. This flood did not flow regularly, constantly, or progressively, but underwent fluctuations that Mr. Brückner compares very ingeniously with the periods indicated above.

"If we set aside the primary cause of the emigration—overpopulation in Europe, small population and high wages in the United States, we find that other causes have acted, among them the state of the crops. A period of moist years causes a series of mediocre crops in western and central Europe. In the same period of time, on the contrary, the United States, which does not bear drought well, will have excellent ones. Logically, agricultural populations, attracted by abundance and repelled by sterility, should emigrate in larger masses during rainy than during dry periods. This is Brückner's theory. The curves that illustrate his study are very suggestive. There is undeniable concordance, for example, between the curve of the price of wheat and that of rainfall in south Germany and Switzerland (1758–1848), in England (1703–1783); and—what is more conclusive—between the curve of German emigration and that of rainfall. For immigration into the United States, the question demands closer examination. The curves of rainfall in western Europe and the United States indicate two maxima, about 1850 and 1880. To these dates correspond fairly well two perfectly characterized waves of immigration, but it would be quite proper to inquire whether there is really a relation of cause and effect and not simply a coincidence. We must not lose sight of

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the fact that at the end of the year 1848 the news of the gold-discovery in California reached Europe. In May, 1849, there were, in Paris alone, no fewer than 15 emigration societies specially organized on this account. Newspapers were established such as *Californie*, *L'Aurifère*, and *L'Echo du Sacramento*, which indicates the importance of the movement. Later intervened, in an exactly opposite direction, another factor which Mr. Brückner himself notes in passing—the War of Secession. Others of less importance might also be cited.

"It is none the less true that Mr. Brückner, by comparing unconnected statistical and meteorological data, has established a new theory which can not fail to interest historians as well as geographers. If his views explain the migrations from Europe to America in the nineteenth century, they are no less plausible for the barbaric invasions of the third. The waves of migration which, starting at various epochs from the depths of central Asia, rolled into Europe, India, or China, were perhaps determined by climatic variations. It is incontestable, in any case, that these last, as Mr. Brückner ends by proving, have much more effect on populations of inferior civilization than on peoples of advanced culture."—*Translation made for* THE LITERARY DIGEST.

TWO KINDS OF STARVING

STARVING MAY EITHER kill or cure. There is a good kind and a bad kind—a method of withholding food that rests and relieves the organism, and one that exhausts it and retards its development. Curiously enough, the good kind of starvation would appear to be the acute kind. The bad kind is the intermittent variety, in which short periods of underfeeding alternate with normal supplies of food. This has been demonstrated by experiments on salamanders carried out by Dr. Sergius Morgulis and described by him in the pages of *The American Naturalist* (New York, August). Dr. Morgulis showed some years ago that prolonged starvation, notwithstanding the exhaustion which it produces, seems to exercise a rejuvenating effect on the organism, which builds itself up with surprizing speed as soon as feeding begins again. The effect of periodical underfeeding, which is quite the opposite, appears to depend in some way on the accumulation of water in the tissues. Says Dr. Morgulis:

"Why does the intermittent feeding produce such an inhibiting effect upon the growth of the body in weight? Before attempting to answer this question it should be recalled that these animals utilize a larger portion of their food in building up their tissues than normally fed salamanders do, the rate of their growth being likewise about one-fifth greater. We also pointed out that the animals remained smaller in size and lighter in weight than the controls. We meet, thus, in the case of the periodically starved salamanders two contrary phenomena: on the one hand, we observed and directly measured on a number of individuals their deficient growth; on the other hand, we found that the growth activity has not been impaired. . . . If we recall that the per cent. of water in the organism of starved individuals is also somewhat higher than the usual (by 1.5 per cent.) it becomes quite probable that water may be accumulating in the tissues of intermittently starved specimens to the extent of being a hindrance to their growth.

"Acute hunger has an entirely different effect. It may even exhaust the organism for a time, but so long as degeneration has not set in—degenerative changes appear generally in the advanced stages of starvation—inanition may produce an invigorating influence upon the organism, which has its parallel in the embryonic growth only. The temporary relief which the organs of digestion get may contribute much toward improving their capacity, but the resulting rejuvenation of the organism is a composite effect of the activity of all its cells. The chief reason for the revitalization of the organism is in the enhanced need of the cells for nourishment. The cells become 'avaricious,' if we may say so, and the increased proportion of the nucleus in the cell organization may perhaps in a measure be responsible for that.

"From all that has preceded the conclusion can be drawn that periodic starvation is more detrimental to the organism than acute starvation followed by a liberal supply of food. In the former case the individual remains below the level of the normally fed animals; in the latter case, on the contrary, provided the inanition has not been carried too far, the restorative process may go even beyond the limit attainable under normal conditions. From the viewpoint of practical application this conclusion is evidently of importance, suggesting to those who have made the problem of social welfare their own the dangers to the health and vigor of mankind which lurk in the more commonly occurring underfeeding and chronic starvation, especially of the young and growing generation."

GRAVITATION AND THE FOURTH DIMENSION

A THEORY of gravitation that depends on our acceptance of the existence of a fourth dimension of space is propounded by A. G. Blake, a Fellow of the Royal Astronomical Society, in *Knowledge* (London, July). Dr. Blake's explanation depends on the fact that the density of a body may be regarded as our perception of its thickness in a fourth dimension. If all bodies were equally dense, their weight would depend only on their volume. If density is thickness in a fourth dimension, weight is proportional to four-dimensional volume. The type of theory that explains gravitation as due to impact of systems of waves or moving particles has always met with a stumbling-block in the fact that weight is proportional to density as well as to volume. If density is simply another dimension, then this trouble is avoided. Writes Mr. Blake:

"Our ideas of the dimensions of a body are very largely derived from the circumstances in which these dimensions may undergo variation. Thus we speak of a piece of paper as being of two dimensions because of the great difficulty of changing its thickness compared with the difficulty of changing its length or breadth.

"In 'flatland'—a hypothetical region where motion confined to two dimensions only is possible—it is quite conceivable—nay, it is a necessary assumption if we are to allow the possibility of concrete bodies in it—that bodies should have a certain thickness in a third dimension which would be invariable in individual bodies, but not necessarily uniform among different bodies. Thus the sum total thickness of bodies in 'flatland' would be fixt and invariable. To the inhabitants, who would be incapable of realizing thickness, this would result in the conservation of some physical attribute peculiar to bodies of two-dimensional space.

"In seeking evidence of a fourth dimension, then, we must draw our inferences from the conservation of some physical attribute peculiar to three-dimensional space. The most obvious—indeed, the only one—is the conservation of mass. We can not, however, infer that mass is the three-dimensional perception of a four-dimensional thickness; for the mass of a body is directly alterable by changing its three known dimensions by simply cutting or breaking the body. If we change only three dimensions of a four-dimensional body the fourth must remain unchanged. . . . . .

"In our three-dimensional universe every body has a thickness in a fourth dimension, which is variable in different bodies, but invariable in the same body, and that fourth-dimensional thickness is the body's density.

"That this fits in perfectly with analogies drawn from two-space is easily shown. Thus in 'flatland' we may consider a two-dimensional body with a small thickness in the third dimension. A 'flatlander' would cut down its length and its breadth, but would be powerless to alter its thickness, so that its volume would vary as its area. Extending this to three-dimensional space, we may cut down a body in three dimensions—length, breadth, and thickness—but we can not alter what we may call its fourth or extent in a fourth dimension, so that its mass varies as its volume. In fact, mass in four-space corresponds to volume in three-space and area in two-space. The volume of a three-dimensional body is infinity times as great as the volume of a two-dimensional body. The mass of a four-dimensional body is infinity times as great as the mass of a three-dimensional body (*i.e.*, one whose density is nil).

"Tho we can not directly change the extent of a body in its fourth dimension we can do so indirectly by taking advantage of the principle of the conservation of mass and compressing the body in three dimensions. The two-dimensional equivalent

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to this is that in two-space, tho it is impossible directly to alter the third dimension, yet by compressing it in two dimensions the third will be increased, while the volume will remain constant. For in two-space the chief physical principle would be the conservation of volume, tho under what aspect volume would present itself to 'flatlanders' we can never tell."

Having shown how a body's density may be our perception of its thickness in a fourth dimension, the author now attempts to explain the cause of universal gravitation in the manner outlined above, supposing ether waves to impinge on two neighboring bodies from all directions, including that of the fourth dimension. The bodies are prest together with a force varying inversely as the square of their distance and as their four-dimensional volume, which is their ordinary three-dimensional volume multiplied by the density. He concludes:

"It is perfectly plain from the foregoing that the ether might be possest of great density, since it bears the waves which cause gravitation itself, and therefore obviously can not gravitate.

"This theory also accounts for the instantaneity of gravitation. The most refined observations have failed to disclose any lapse of time between cause and effect where gravitation is concerned, and this would be wholly inconceivable were gravitation an inherent property of matter."

A NEW DEFINITION OF LIFE

THE EXPERIMENTS of Carrel and others in keeping alive organs or tissues separately have suggested to Dr. R. Legendre a new definition of life. Since an animal may be dead, while each and every one of the parts that composed its organism survives separately, life, in the form in which such an organism possesses it, must be "something that co-ordinates activities that may proceed after it has vanished." The clock may no longer exist, but its wheels, escapement, and pendulum move on. These reflections occur at the close of a lecture on "The Survival of Cells and Organs," delivered by Dr. Legendre at the Paris Museum of Natural History. Dr. Legendre is Preparator in general physiology at the Museum. We read:

"It may be asked what is the nature of this survival, and whether it is comparable to life in the organism. It is difficult to answer, and before doing so we must make a distinction. As Claude Bernard has already remarked, 'it is a characteristic of vital phenomena that they are able to reappear by an elevation of temperature after they have been arrested by cold.' The experiments cited above have really been of two kinds: In one we preserve by means of cold, and during this sort of latent life it would seem that life is simply slowed up or stopt without transformations, since grafting may afterward be performed with success. In the others, life is maintained at bodily temperature, and then the tissue or the isolated organ continues to live, but in an independent, peculiar way that permits of no grafting.

"The experiments in preservation have great practical interest. There is no doubt, in fact, that they will one day make it possible for surgeons to keep in reserve 'exchange pieces' to be used when occasion demands.

"Experiments in survival, altho less immediately utilizable, will nevertheless teach us much, I believe, about the conditions of life, and will enable us to know our own organism by a new light, and with singular precision.

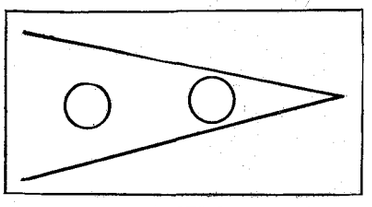
"From a more general point of view, all the experiments in survival, like those in preservation, will raise anew the old question of life and death. How, it will be asked, can all the parts survive when the whole individual is dead? I know very well that for a long time we have distinguished the general death of the organism from the elementary death of the cells; but what is this general death? What is this mysterious bond that coordinates all activities and that may disappear without their cessation? The simplest thing is to answer sagely with Confucius, 'When we are so ignorant of life, can we know death?'

"Happily, in practise, all this is of no importance, as birth and death are recognizable with equal ease."—*Translation made for* THE LITERARY DIGEST.

THE MOON AT THE HORIZON

ANOTHER EXPLANATION of the fact that the moon appears larger at the horizon than in the zenith is advanced by Dr. Ponzo, an Italian psychologist. That this apparent enlargement is an optical illusion is easily demonstrated. Measurement with accurate instruments shows that instead of having greater angular dimensions at the horizon, the moon really appears smaller there, owing to the fact that it is somewhat farther from the observer. Why, then, should we be willing to swear that it looks larger? This last of several scores of explanations runs as follows. We translate from *La Nature* (Paris):

"The psychologist E. T. Sanford has already noted a curious optical illusion, which we reproduce herewith: if in the interior of an angle two equal circles be drawn, the one nearest the apex will always appear the larger because of the proximity of the sides of the angle. The illusion is the same if we modify the experiment by drawing the circle furthest from the apex on a separate sheet of paper. The illusion diminishes as the angle becomes less acute.



WHY THE MOON LOOKS LARGER AT THE HORIZON.

"Dr. M. Ponzo thinks that this illusion explains the apparent enlargement of celestial bodies at the horizon. To speak only of the moon, whose variations of diameter are so clear, it presents itself on the horizon in the angle formed by the earth and the declining arc of the sky, while in the zenith it is free in every way. This angular contrast, together with the conditions of transparency of the atmosphere, may explain in part why, altho the conditions of perspective remain the same. . . . the apparent size of the moon is not the same every evening. The presence of clouds or vapors that diminish the angle formed by the ground and the celestial vault may be the cause of the phenomenon."—*Translation made for* THE LITERARY DIGEST.

AUTOMOBILES AS FOG-PRODUCERS

FOGGY AS LONDON TOWN is, it is in process of being made foggier still by the smoky exhausts of motor-cars. This nuisance has been pretty well suppressed in the United States, but in England little attention has been paid to it, with the result, we are told by *The Lancet* (London), that there is "increasing murkiness" in the streets. As most vehicles in the English metropolis are now motor-driven, says this paper, the nuisance is rapidly increasing and will continue to increase until the facilities for combustion in gasoline-engines are improved. Says the writer:

"In stagnant conditions of weather, as on a fine sunny day or during a windless drizzle of rain, quite a haze of petrol fumes accumulates, which is very unpleasant to the pedestrian. Such an atmosphere is, of course, inimical to healthy conditions. Unburned petrol or partially burned oil is frequently present in notable quantity, which is not favorable to healthy respiration, and a suspicion has been entertained that the presence of so much oil in the air disturbs the protective qualities of paint. Modern traffic has, in fact, introduced a totally new condition of things in regard to the state of the air in the streets, and it will not be surprizing if in the long run mischief in more than one direction comes to be traced to the acrid fumes which are accompanying the motor traffic. We anticipated some years ago that the contamination of the streets would pass from a purely physiological kind to one of a chemical nature as we discontinued horse traffic in favor of motor traffic. That has practically come to pass. . . . . Improvements have, however, been made during the past few years in the engines of the motor-car, and we may hope that soon they will be rendered practically fumeless, which will imply a more economical use of fuel in addition to the suppression of an obvious nuisance"

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LETTERS AND ART

DILEMMA OF THE YOUNG SINGERS

THE ETERNAL DILEMMA of the American operatic singer is emphasized by the people who are to form the New Century Opera Company. They are largely Americans but they were found in Europe. One of their number, Miss Lois Ewell, was engaged by Mr. Aborn on his European tour of discovery. She had been there two years, for, as she declares, "I simply had to go to Europe." Two years ago I could not have got into opera in this country without having been over there." Her next declaration is even more significant: "All my real studying of singing has been done in New York. . . . Except for the foreign languages and the coaching in some rôles, I learned all I know in New York." This, says Mr. J. Van Brockhoven in *The Musical Observer* (New York), is a tribute to the "many excellent, conscientious, and capable vocal teachers in many of the larger cities—teachers who have devoted their lives to the solution of artistic singing methods." It is a tribute to a class who are not ranked among the "popular teachers." "Since they require slow and careful development and painstaking efforts on the part of their pupils, they are usually considered slow compared to those who boom a pupil by unripe public show." Their pupils go first to the concert platform or the church choir, and from this class the operatic singer is recruited. We read:

LOIS EWELL,

One of the New Century Opera Company who learned her art in America but had to go to Europe to find an American opera engagement.

"The City of New York draws the trained church singers of the whole country in its musical environment, as does the electric light the moths. This city is overfilled with good and well-trained singers. But how many of these thousands of seekers after operatic or vocal fame and success really arrive at the goal of their ambition? The opportunities are varied in the Metropolis. But, in spite of this fact, how many, or what percentage of singers fill the requirements needed for success? And, again, how many of the New York vocal teachers have the capacity to guide, train, or advise a young man or woman as to the proper course to follow? It can be stated without questioning that New York City offers to an ambitious and talented young singer every opportunity for an operatic development in its artistic environment. But success is a question of the survival of the fittest. Furthermore, it is a question of getting into the hands of the proper teacher, guide, or adviser. A judicious choice of this individual is by no means an easy task. Whose word will you take as absolutely reliable? Say you have some Metropolitan song-bird to advise you. He or she will send you to his or her friends, from whom he has, perhaps, never taken a lesson, or knows little or nothing of his practical teaching methods. Or, maybe, he gives you only vocal lessons, or coaches you in this or that part, or plays the piano-score for you and gives you a few hints. These may be all very useful instruction in special lines. But where is the teacher who has a perfect knowledge of every detail, and practical ability to guide your whole course, and who can convey to you the principles upon which your development must be based? Ah! There is the rub! Where can you find such a one? Such a one will not lead you amiss, by telling you of your great prospects when they are but mediocre. He will demonstrate and prove the nature of your capacity and possibilities.

"The capacities of the New York vocal teachers are as varied as are the students seeking their aid. You can have a choice of any nationality, of any one line of study, or even a fraction of one. You may fall into the hands of a throat specialist posing as a singing teacher; you may be recommended to Mr. So-and-So, who is a fine accompanist and a second-rate singing teacher; you may be told of Mrs. X, who has a swell lot of pupils and has much influence socially; you may be imprest by the promising advertisements of some *bel canto* method, some pure Italian method, the physiological method, etc. But, after all, how are you to find out which one to select? Who can advise you? The solution of this question depends much upon the pupil's own insight. A teacher who has acquired a reliable professional reputation must have given evidence of his ability to achieve results with his pupils, otherwise he could not have risen in the esteem of his fellow musicians. But a pupil should ask himself the question: In what particular direction does this teacher excel? Is it in tone-production, in tone-placement, in tone-volume, in ease of tone-production, in the even quality of registers, in steady tone, a good legato, a *mezza voce*, or an effective *messa di voce?* Is it in the lyric style, the dramatic style, the Italian style, the French, the German, or in a haphazard style? Is the teacher a good musician; has he sufficient general knowledge; is he broad-minded, or is he limited? Is he a practical man or a mere theorist? Does he inspire his pupils to work or does he oppress them? Does he hold out glorious impossibilities, or does he point out the difficulties? Is he interested in you and your progress, or in his egotism?"

What New York seems to lack, according to Mr. Van Brockhoven, is "an institute of recognized standard," which can boast of having guided its pupils to a successful operatic career. The city is full of experimenters:

"The very fact that the musical opportunities for vocalists are so varied in the metropolis is one of the reasons why a vocal pupil rarely holds out any length of time in one direction of studies. If the students have not the necessary funds for years of study, they will drift into a church position, a concert company, a cabaret engagement, a vaudeville sketch, a comic-opera tour, or a chorus position. And then a systematic, careful development of every branch of operatic study is impossible, or is retarded until the voice is worn, the enthusiasm blunted, and the ambition cooled. This is the record of ninety-nine vocal students.

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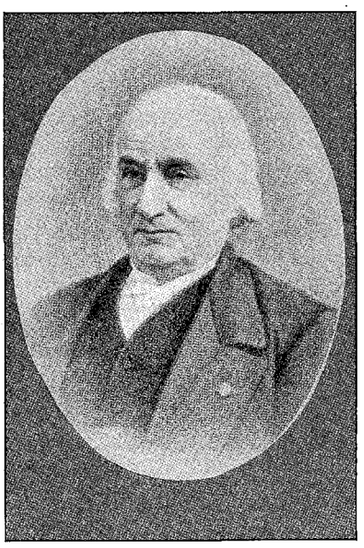
out of a hundred. Their ambitions have not been realized; they are disappointed in their life's mission, and either join the large contingent of church and chorus singers, or take up the profession of teaching as a side issue. And in most cases teachers of this type are as much a disappointment as singing teachers as they were as operatic stars. For in the great majority of cases, they are not prepared for the teaching profession, which is by no means acquired by those who merely learn to sing in church or opera. The actual training of this class of vocal teachers really begins with their first pupil. And as a result of this, the pupil has to suffer, being an object of experimentation, so that by the time such a vocal subject of a teacher's experimenting lands in the studio of a reliable vocal teacher, he or she will have much to undo before reliable results can be achieved. The New York studios are filled with this class of students."

CHARLOTTE BRONTÉ'S LOVE-LETTERS

LETTERS of "infinite pathos and infinite significance," as the London *Evening News* views them, have lately come into the possession of the British Museum. They are the letters written by Charlotte Brontë to Professor Heger, of Brussels, after that fiery genius had returned to her lonely moorland home in Yorkshire from the school where she had been studying French. "They are the cry of a human spirit in mortal anguish; as a human document they are unique," continues *The Evening News*, confirming what other papers, like *The Pall Mall Gazette*, say in estimating the gift as "one of the proudest additions to the British Museum's priceless collection of manuscripts." They come as a gift from Dr. Paul Heger, of Brussels, the son of the hero of "Villette," Charlotte Brontë's novel founded on her Belgian school life. Hitherto these letters were believed by many writers on the Brontë sisters to have been lost. Their coming to light "confirms the views of those among us," says W. Robertson Nicoll in the London *Times*, "who have steadily argued that the decisive event in Miss Brontë's life was her meeting with M. Heger. No English writer," he continues, "has been base enough to suggest any scandalous interpretation of this friendship, but it has been very seriously and ably argued that Miss Brontë's regard for M. Heger was nothing more than an ordinary friendship." The reader may form his own judgment from the selections offered here. We quote from *The Daily Mail* (London) extracts from the copyrighted London *Times* versions. As *The Mail* reads them, "all the loneliness, all the disappointments, all the hopes of Charlotte Brontë are poured out to the man she loves." Thus:



PROFESSOR HEGER,

The *Paul Emanuel* of "Villette" who was the inspirer of Charlotte Brontë's youthful romance.

"Formerly I passed whole days and weeks and months in writing, not wholly without result, for Shelley [Southey? Miss Brontë was six when Shelley died] and Coleridge—two of our best authors, to whom I sent certain manuscripts—were good enough to express their approval; but now my sight is too weak to write. Were I to write much I should become blind. This weakness of sight is a terrible hindrance to me. Otherwise do you know what I should do, Monsieur?—I should write a book and I should dedicate it to my literature master—to the only master I ever had—to you, Monsieur. I have often told you in French how much I respect you—how much I am indebted to your goodness, to your advice; I should like to say it once in English. But that can not be—it is not to be thought of. The career of letters is closed to me.

CHARLOTTE BRONTÉ,

Whose lately published letters, now in the British Museum, sound "the cry of a human spirit in mortal anguish."

"I have not begged you to write to me soon as I fear to importune you—but you are too kind to forget that I wish it all the same—yes, I wish it greatly. Enough; after all, do as you wish, Monsieur. If, then, I received a letter and if I thought that you had written it *out of pity*—I should feel deeply wounded."

Professor Heger was married and a father, and appears to have written only one reply, and that not in the key of those he had been receiving. Here is in part another:

"Day and night I find neither rest nor peace. If I sleep I am disturbed by tormenting dreams in which I see you, always severe, always grave, always incensed against me.

"Forgive me then, Monsieur, if I adopt the course of writing to you again. How can I endure life if I make no effort to ease its sufferings?

"I know that you will be irritated when you read this letter. You will say once more that I am hysterical [or neurotic]—that I have black thoughts, etc. So be it, Monsieur; I do not seek to justify myself; I submit to every sort of reproach. All I know is, that I can not, that I will not, resign myself to lose wholly the friendship of my master. I would rather suffer the greatest physical pain than always have my heart lacerated by smarting regrets. If my master withdraws his friendship from me entirely I shall be altogether without hope; if he gives me a little—just a little—I shall be satisfied—happy; I shall have a reason for living on, for working.

"Monsieur, the poor have not need of much to sustain them—they ask only for the crumbs that fall from the rich men's table. But if they are refused the crumbs they die of hunger. Nor do I, either, need much affection from those I love. I should not know what to do with a friendship entire and complete—I am not used to it. But you showed me of yore a *little* interest, when I was your pupil in Brussels, and I hold on to the maintenance of that *little* interest—I hold on to it as I would hold on to life."

From November to May the letter-writer remained silent; then followed her last outburst:

"The summer and autumn seemed very long to me; truth to tell, it has needed painful efforts on my part to bear hitherto the self-denial which I have imposed on myself. . . . I tell you frankly that I have tried meanwhile to forget you. . . . I have done everything; I have sought occupations; I have denied myself absolutely the pleasure of speaking about you—even to Emily; but I have been able to conquer neither my regrets nor my impatience. That, indeed, is humiliating—to be unable to control one's own thoughts, to be the slave of a regret, of a memory, the slave of a fixt and dominant idea which lords it over the mind. Why can not I have just as much friendship for you as you for me—neither more nor less? Your last letter was stay and prop to me—nourishment to me for half a year. Now I

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need another and you will give it me; not because you bear me friendship—you can not have much—but because you are compassionate of soul and you would condemn no one to prolonged suffering to save yourself a few moments' trouble. To forbid me to write to you, to refuse to answer me, would be to tear from me my only joy on earth, to deprive me of my last privilege—a privilege I never shall consent willingly to surrender. Believe me, *mon maître*, in writing to me it is a good deed that you will do. So long as I believe you are pleased with me, so long as I have hope of receiving news from you, I can be at rest and not too sad. But when a prolonged and gloomy silence seems to threaten me with the estrangement of my master—when day by day I await a letter and when day by day disappointment comes to fling me back into overwhelming sorrow, and the sweet delight of seeing your handwriting and reading your counsel escapes me as a vision that is vain, then fever claims me—I lose appetite and sleep—I pine away."

The Daily Mail tries to imagine the Professor under the stress of these appeals:

"He was probably used to being fallen in love with by his pupils; he was bored rather than affected by Charlotte's fervor, and warned her not to become *exaltée;* and he tried to repress her excitement, taking the very sensible view that an unmarried young woman could do no good to herself by cherishing a passionate, tho blameless, regard for a man who could be nothing to her. Apparently he did not take the whole episode very seriously; he scribbled the address of a Brussels bootmaker on the margin of one of the letters! He did not suspect that the little English governess could confer on him the gift of immortality and turn his highly respectable figure into one of the great creations of imaginative literature."

Mr. C. K. Shorter, in the London *Sphere*, gives a paragraph upon the matter as a newspaper story:

"No one will deny, I think, that *The Times* was fully justified in assuming that a profound public interest would pertain to this revelation of the Brontë story, to which it gave eight columns and a leading article in one issue and three columns in another, yet it is amusing to note the attitude of its contemporaries. The London halfpenny papers made full use of the story the following day, and so did *The Standard,* but *The Morning Post* and *The Daily Telegraph* ignored it. Both these journals are brilliantly conducted, but I wonder whether they were quite wise in this."

YALE'S STATUE OF NATHAN HALE

—Is it because Yale men are too sentimental or too timid that they object to seeing Nathan Hale represented as bound and manacled? A vigorous discussion has been going on in the pages of *The Yale Alumni Weekly* (New Haven) about the proprieties of Bela Lyon Pratt's conception soon to be realized in bronze and placed on the Yale campus. Hale, who was captured by the British and hanged as a spy in 1776, is represented in this statue as standing erect in his uniform of the Continental Army, with his hands tied behind him and his feet bound. *The Weekly* thus comes out in defense of the sculptor:

"The purpose of the sculptor, Bela Lyon Pratt, as explained by those who discust the matter with him, was to present Nathan Hale at the supreme moment of his life, his death as a spy by hanging at the hands of the British troops. Mr. Pratt considered that to get the effect he desired, it was necessary, artistically, to show the figure bound at ankles and wrists. There were those who preferred to see Nathan Hale stand on the Yale campus unbound at ankles, but the sculptor's views prevailed."

NATHAN HALE AS A SPY,

The statue that Yale men object to because it doesn't blink the facts.

The New York *Sun* adds some interesting details of the work which is designed to stand on the old campus near the east front of Connecticut Hall:

"Hale's last words, 'My only regret is that I have but one life to give for my country,' will be inscribed on the pedestal. The lettering in which they will be cut has been designed by Henry Charles Dean, of Boston, from the lettering on the headstone of Hale's grave. The lettering of this old stone, which was erected by Deacon Richard Hale, father of the dead hero, has been pronounced by experts to be one of the most beautiful examples of Colonial lettering. It is planned to erect the statue on the campus not later than next June."

THE DRAMA LEAGUE IN ENGLISH EYES

BROWNING WROTE a poem called "How it Strikes a Contemporary," and the Drama League of America furnishes an interesting case in point. It has won the approving comment of the dramatic critic of *The Westminster Gazette* (London), who gives his fellow countrymen a detailed account of its features and discusses its availability for adoption as a British institution. THE LITERARY DIGEST has recorded its progress at various stages, sometimes quoting the not altogether favorable comment of its American critics. Its growth is apparently continuous and considerable. It has lately emerged from the comparatively provincial confines of its Chicago operation and joined with other theater clubs whose work has been cognate to organize into a country-wide sphere of activity. The object of the organization, as the English critic quotes from its literature, is "to crowd out vicious plays by attending and commending good plays and building up audiences for them." This is its primary purpose, but there are other and secondary ones, such as:

"To aid in the restoration of the drama to its honorable place as the most intimate, most comprehensive, most democratic medium for the self-expression of the people. It is a banding together of all the forces already working for better drama, a welding together into one united whole that shall control the situation in support of better plays. The League does not censor. If it approves a play, the League members are urged to support it—if it disapproves, it remains silent—aiming to kill by non-support. The purpose of the League is twofold—to create a permanent taste for good drama and to obtain larger audiences for the best plays."

The English critic is struck by the fact that the League works partly "by demanding good criticism from the press, by opposing to commercialism a practical scheme of cooperation between producers and the public which will tend to uplift, by organizing an audience out of a haphazard crowd." Tho recognizing that "this is brave talking," the critic seems to find "satisfactory evidence to show that in its life of three years and a quarter the League has done something

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substantial to justify its existence." The critic goes on to sketch the history of the League for his countrymen:

"The origin is rather curious; it began in the city of Evanston, Ill., where it was founded by the members of a ladies' club who had been in the habit of attending the local theater in a group. Evanston, I believe, is an important residential suburb of Chicago, and is noteworthy for its educational establishments. In April, 1910, the ladies of Evanston called a meeting of representatives from all the women's clubs of Chicago, and then the Drama League was founded. Now it has members all over the States, and a large number of affiliated or local leagues, and I hear that a branch has just been born in Ottawa. I notice with interest that not only was the League founded by women, but a large number of its officials belong to that sex, and that the majority of the presidents of the American centers are ladies. We know that in the States women are more active, as a body, in many aspects of social life than are their English sisters; this may be due to the fact, if it be the fact, that the American man, as a rule, is more intensely engrossed in his business or professional work than the Englishman, and leaves almost entirely to his woman-folk matters which over here he would attend to himself.

"American women are commonly supposed to be prudish, and it might be feared that under the circumstances the working of the League, tho it would operate against the simply erotic forms of entertainment—and in that respect be preferable to our Censorship—would also follow the lines of our Censorship and exhibit an extravagant terror of indelicacy in the treatment of serious subjects. Certainly there would be some, if not great, danger of this if the Drama League were founded in England. So far as I can judge, the American League is broad-minded, but the materials are not sufficient to enable one to form a conclusive judgment. In fact, my chief basis for this view is the society's report, or bulletin, upon 'Blanco Posnet.'"

On the League's principal work—the issue of "bulletins," we read:

"On the production of a play its committee, sternly refusing the lure of free seats, inspects the piece, and either considers that it deserves no further discussion or issues a bulletin containing information under the following headings, or some of them: 'Play,' 'Author,' 'Theater,' 'The Company,' 'Comment,' 'General Idea,' 'Dialog,' 'Structure,' 'Production,' 'Value,' 'Quotation.' My belief that it is broad-minded is based upon the comment concerning 'The Showing Up of Blanco Posnet.' 'One of the few plays where Shaw ventures into a locale—the American Wild West—with which he is totally unfamiliar. The result is that the idiom of the characters works rather stiffly into the expression of Mr. Shaw's ideas. The ideas, however, are interesting. The play is a satire upon piety and a dramatic brief for a creedless religion of human kindness.' The piece is one of a group warmly recommended; yet it may be recollected that its public performance is prohibited in England and was forbidden in Ireland; but the prohibition was ignored, and the authorities did nothing. Judging by this and the bulletin on a play called 'Rebellion,' it may fairly be assumed that the American critical committees are not likely to interfere with the honest treatment of serious social questions, the bugbear of our authorities.

"It may be asked whether the work of the League is effective. There are substantial reasons for believing that it is. Apparently the outcome of fifteen bulletins issued in Chicago was—according to the statements of the 678 members who replied to a post-card on the subject—that they and their friends were induced to purchase 17,182 tickets for the fifteen works recommended by the bulletins."

The question whether England could profit by the adoption of this "Yankee notion" wins a rather favorable reply from the critic:

"Of course it might get controlled by the wrong people, and fall into the hands of cranks who would support nothing but fantastic experiments, and be captured by emissaries of the commercial drama, and exploited for the purpose of puffing the very class of work which the American society ignores. Probably in either case it would soon get 'smoked' and have little influence, so that there would be no bad result of importance. Its bulletins could never be quite as useful as those in America, since our touring system is necessarily much less important. On the other hand, a well-chosen committee could render very valuable service."

SOURCES OF OUR POPULAR SONG AND DANCE

THE COSMOPOLITAN CHARACTER of the popular songs and dances at present so dominant in America and Europe is brought out in Mr. H. E. Krehbiel's researches in Afro-American folk-songs. What may occasion the greatest surprize of all is that the most marked rhythmical characteristic of these songs, commonly known as "rag-time," does not derive from negro, but from Scottish sources. It is really a "Scotch snap" that marks these songs, when, in the musician's parlance, "the emphasis is shifted from the strong to the weak part of a time unit by making the first note of two into which the beat is divided take only a fraction of the time of the second." The repetition of this effect "becomes very stirring, not to say exciting . . . and leads to a sort of rhythmical intoxication exemplified in the use of the device, not only in the first beat of a measure, but in other beats also, and even in the fractional divisions of a beat no matter how small they may have been." Mr. Krehbiel, the music critic of the New York *Tribune*, finds this feature of to-day's popular music in even other environments:

"When this species of syncopation, known as the Scotch, or Scot's, snap, or catch, became popular in the Italian-opera airs of the eighteenth century it was held to be the offspring of a device commonly found in the popular music of Scotland. It is a characteristic element of the Strathspey reel, and the belief has been exprest that it got into vocal music from the fact that Burns and other poets wrote words for Scottish dance-tunes. 'It was in great favor with many of the Italian composers of the eighteenth century,' says J. Muir Wood (writing in Grove's 'Dictionary of Music and Musicians'), 'for Burney, who seems to have invented the name, says in his account of the Italian opera in London, in 1748, that "there was at this time too much of the Scotch catch, or cutting short of the first two notes in a melody." He blames Cocchi, Perez, and Jommelli, all three masters concerned in the opera "Vologeso," for being lavish of the snap.'"

What Wood here remarks about the pseudo-Scotch music of the eighteenth century as it was cultivated in the music-halls, declares Mr. Krehbiel, "may be said of latter-day 'rag-time,' which, especially in the 'turkey-trot' and 'tango' dances, monopolizes the music almost to the exclusion of melody and harmony."

"The rhythmical device under discussion is also found in the popular music of Hungary, where it is called *alla zoppa* (limping). Here it is unquestionably the product of poetry. Dr. Aurel Wachtel, discussing the music of the Magyars (*Musikalisches Wochenblatt*, July 5, 1878), says that the rhythmical construction of their ballads is most closely allied to the peculiarity of the Magyar language, which distinguishes the short and long syllables much more sharply than any other language spoken by the peoples of Germanic-Slavic-Romanic origin. The character of the Magyar tongue does not tolerate that prosodically long syllables in song shall be used as short, or vice versa.

"Now, whether the rhythms of dance music be derived from the songs which gave time to the feet of the original dancers or the rhythms of poetry were borrowed from the steps of the dance, it would seem as if the determining factor was the word. The most primitive music was vocal. Poetical song had its origin in improvisation, and improvisation would be clogged unless musical and verbal rhythm could flow together. The rhythmical snap of the American negroes is in all likelihood an aboriginal relic, an idiom which had taken so powerful a hold on them that they carried it over into their new environment, just as they did the melodic peculiarities which I have investigated. It was so powerful an impulse, indeed, that it broke down the barriers interposed by the new language which they were compelled to adopt in their new home. For the sake of the snap the creators of the folk-songs of the American negroes did not hesitate to distort the metrical structure of their lines. In scores upon scores of instances, trochees like 'Moses,' 'Satan,' 'mother,' 'brother,' 'sister,' and so forth, become iambs."

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RELIGION AND SOCIAL SERVICE

THE POPE'S FIRST DECADE

THE HEALTH of the Pope has been so precarious during the past year that many observers of the world's life must have reflected upon the subject of his obituary. Defeating these expectations, Pius X. has celebrated the first decade of his pontificate (August 4), and the Roman correspondent of *The Morning Post* (London) has seized this anniversary occasion as a pretext to estimate the Pope's spiritual reign. Tho there remains in some minds the recollection of the long reign of his two immediate predecessors, yet ten years, as this writer points out, is an unusual period for a Pontificate. Of the 259 pontiffs who are recognized on the Vatican's official list, the average reign is only seven years. Moreover, the reign of Pius X. "has been so full of events as to seem much longer than it really is," and the present pontificate will be found to have left a considerable mark upon both the history of the Church and the history of Italy." Considering him from three points of view — as an ecclesiastic, as a diplomatist, and as a politician, the writer speaks first upon the last of these:

"Pius X. has been much more active than Leo XIII. Whereas the *Non expedit*, which prevented the participation of good Catholics in elections, prevailed throughout the twenty-five years' pontificate of the late Pope, at both the general elections held in the time of Pius X. the *Non expedit* has been suspended in all cases where the bishop of the diocese has so advised, *i.e.*, whenever a Monarchist of Clerical leanings required the aid of the Church to defeat an Anticlerical. For the first time in Italian history a compact little band of avowedly Catholic Deputies has sat in the Chamber, and it seems, on the whole, probable (tho the question has not yet been settled) that the policy of 1904 and 1909 will be repeated at the General Election of October, 1913. The younger and more practical men in the Clerical party would like to see the number of Catholic Deputies largely increased, as would easily happen, if the *Non expedit* were abolished, with an electorate of eight millions, largely illiterate. But the Pope and the reactionaries who dominate the Vatican fear the creation of a powerful 'Center Party' on German lines, for which the Vatican would be held responsible, and which might yet act on its own initiative. The papal ideal is, therefore, a nominally Liberal member, who has given pledges not to support Anticlerical legislation, and who depends for election upon Clerical aid. Under a system of multiple candidatures and second ballot such phenomena are very common. With Signor Giolitti at the head of the Government and Signor Tittoni (now Ambassador in Paris), as the *trait d'union* between him and the Vatican, 'deals' of this kind are peculiarly easy, and compromise becomes the order of the day. To the present Pope again the authors of the Libyan War should owe a debt of gratitude. Nowhere, outside of 'Nationalist' and Sicilian circles, was the war against Turkey in Africa so popular as at the Vatican. Some eminent divines regarded it as a crusade; others, more mundane, remembered that the Clerical Banco di Roma, in which they had put their savings, was largely interested in Libya. The Pope himself was less bellicose than some of his Cardinals, one of whom was publicly censured for his indiscreet allusions to the Battle of Lepanto and the relief of Vienna by Sobieski; but the 'patriotic' attitude of the Church in the autumn of 1911 has had the effect of taking the sting out of Anticlerical attacks. For the first time numerous chaplains accompanied the Army, while preachers offered up prayers to the God of Battles for the success of the Italian arms. Never since Pius IX., in his earliest manner, had supported the national movement, had a similar spectacle been witnessed in Italy."

If Pius X. has been "a much 'better Italian' than the cosmopolitan diplomatist who preceded him," the present writer regards him as "far less successful in his conduct of international relations." We read:

"A complete breach with France, difficulties with Spain and Portugal, the Borromeo Encyclical, so offensive to the German Protestants, the long exclusion (at last remedied in 1911, after an American protest) of all save Latin elements from the College of Cardinals have characterized the present Pontificate. For some of these errors the Pope is not responsible, for it was inevitable that a simple parish priest, ignorant of foreign languages and foreign countries, must rely (just as a Foreign Minister under similar circumstances) upon the advice of his subordinates. But every Pope, owing to the system of voluntary incarceration which has prevailed since 1870, deliberately cuts himself off from direct contact with the world of men and things. His information about foreign countries comes to him largely in the shape of reports *ad usum Delphini*. In the case of countries (such as Great Britain) which have no diplomatic representation to the Holy See, he has to rely upon the annual visit of a foreign Cardinal, the advice (in the case of ecclesiastical appointments) of a 'Consultor,' and such information as he may receive from the Monsignori of the particular country resident in Rome. But at the Vatican under the present reign the non-Latin element has been a very small minority. Just as Italian Government offices are largely manned by Sicilians—a fact which accounts for several idiosyncrasies of Italian policy—so the headquarters of the Roman Church are mainly occupied by Italians whose outlook is quite naturally different from that of other nationalities. In a word, under Pius X., the 'universal' Church has been more Italian and less cosmopolitan than under Leo XIII."

From the religious standpoint "the present Pope can scarcely fail to appeal to all unbiased persons as a type of sincerely honest and pious man, trying to do his best according to his lights." Furthermore:

"Since Pius V., a contemporary of our Queen Elizabeth, no Pope has been canonized; but doubtless one day his namesake will receive a similar honor from posterity. No Pontiff since Hadrian VI., the old tutor of the Emperor Charles V., and the last foreigner elected to the Papacy, has led so simple and modest a life. The present Pope has waged a continuous warfare against sinecures; he has diminished the numbers of the idle priests who used to infest Rome; he has, through his official organ in the Press, done much to combat obscene literature, vicious cinematographic shows, and similar evils, formerly rife in Italy. He has publicly exprest his sympathy with the Society for the Protection of Animals, thus throwing the influence of the Church on their side. No doubt, his policy toward the Modernists has been extremely reactionary, while at times, by enumerating their heresies in his Encyclicals, he has drawn attention to their views, and thus given them an advertisement which otherwise they would have lacked. But his position in this matter is that obedience ('To obey is better than sacrifice') is the basis of the Holy See; whereas the Modernists, while remaining within the pale, wished to interpret the doctrines of the Church in their own fashion.

"The quarrels of the Vatican with the Modernists are, however, matters of domestic concern which do not much affect the outside world; in Italy, at any rate, where theological controversy attracts less interest among laymen than in Northern countries, the masses were unmoved by this warfare of 'intellectuals' against tradition. Leo XIII. would probably have handled the Modernists differently; but then Leo XIII. was primarily a diplomatist, and diplomatists, from the nature of their occupation, seldom possess that faith which sometimes removes mountains and sometimes creates a St. Bartholomew's massacre. You must not expect Liberalism from a Venetian parish priest nor the principles of a mid-Victorian Whig from a man whose chosen confidant is the Spanish friar Vives y Tuto. After all, the Conclave of 1903 has got what it wanted; it wanted as Pope a godly man, and a godly man is elected; only, as all Papal history shows—Celestine V. and Hadrian VI. are the best examples—a godly man does not always make the best Pope. So long as the Papacy has a political side, that is likely to be the case. But, at least, Pius X. has proved that Roman Catholicism,

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unlike some Churches, can make a peasant its High Priest and choose him for his own virtues rather than for his influential backing."

FOR INTERNATIONAL PEACE

PEACE HATH its reputed victories no less renowned than war, and some of these victories come about without the conscious aim for peace. One of these is declared to be the confraternity of students organized under the title of the International Federation of Students whose eighth congress will assemble in Ithaca in September as guests of the Cosmopolitan Club of Cornell University. Tho this society can take no hand in the settlement of international disputes, yet as its secretary, Louis F. Lochner, points out in *The Christian Work and Evangelist* (New York), it is "pregnant with tremendous possibilities for peace." It brings together at the most formative period of their lives picked young men from many different countries—"men foreordained to become leaders of thought and action in their respective countries"—and shows them that "the 'other fellow' is animated by the same high ideals for which they take credit, acquaint them with other peoples and civilizations, and teach them that humanity—all-embracing, all-including, linked with the idea of brotherly love, of sympathetic understanding, of good will toward all mankind—is a bond of union transcending national, racial, or color lines of demarcation."

The spirit of internationalism is furthered by the Christian Students' Federation which is an aggregate of 2,305 associations and 156,071 members. Its work is well known; but the other association whose purposes are not definitely religious is perhaps known to fewer, as likewise the fact that "Berlin, Leipsic, Paris, Oxford, Cambridge, Vienna, Madrid, Columbia, Pennsylvania, and Cornell Universities . . . have become so many melting-pots of nations because of the international composition of their student bodies." Mr. Lockner gives us an interesting sketch of the history of the international movement:

"As early as 1898 a fiery young Italian of Turin addrest an appeal to the students of the world. 'Let us fraternize,' he said, 'let us fraternize and unite in one vast, gigantic federation'; and he then proceeded to expound his plans for a world-wide federation of students. The student associations of Europe, especially of Southern Europe, responded generously to the invitation of their Italian confrères to meet in an international convention, and at Rome from the historic Forum Romanum was proclaimed the 'Fédération Internationale des Etudiants,' which bears as its motto the two Latin words, 'Corda Fratres' (Brothers in Heart), and which has for its principal aim that of 'favoring and protecting the idea of fraternity and solidarity among students.'

"In spite of numerous vicissitudes, such as any new organization is likely to encounter, the federation held its own, even founding branches in Argentina, Paraguay, and New York City; until in September, 1911, when the members met in their Seventh International Congress, a new element was introduced, which gave a tremendous impetus to the movement and put it on a world-wide scale. This element was the presence of delegations from the Cosmopolitan and International Clubs of North America and Germany and of the 'Liga de los Estudiantes' of South America, and the consequent affiliation of the bodies which they represented with the Corda Fratres movement.

"Briefly, the facts with reference to the Cosmopolitan Clubs are as follows: Since 1903 there have gradually sprung up in some thirty universities, colleges, and technical schools of this country cosmopolitan or international clubs made up of the foreign-born and a limited number of native students. The purpose of these organizations is to bring together into one brotherhood men from different countries, to learn the customs, viewpoints, and characteristics of other nationalities, to remove racial prejudices, and to establish international friendships. Since 1907 these clubs have allied themselves in a national association of Cosmopolitan Clubs. A monthly magazine, *The Cosmopolitan Student*, keeps the members in touch with each other and with the work confronting the federated body. Annual conventions afford picked representatives from the local units an opportunity to deliberate upon problems common to all the clubs and to listen to inspiring addresses by speakers of international fame.

"In 1909, at the invitation of the Central Bureau of the Fédération Internationale des Etudiants, 'Corda Fratres,' members of the Association of Cosmopolitan Clubs took part in the Sixth International Congress of that body at The Hague, Holland. They were so imprest with the similarity in aims and ideals between the 'Fédération Internationale' and the Cosmopolitan Association that they strongly recommended the affiliation of these two large student bodies—a recommendation which, however, was not put into complete effect until after the Congress at Rome in 1911, at which time the German International Clubs were also represented by a delegate. The League of South American Students has had a similar record of genuine usefulness. In 1908 the students of South and North America were invited to a Pan-American congress at Montevideo, Uruguay. That congress, at which students from the United States unfortunately did not take part, provided for the organization of a League of American Students, for the biennial holding of international congresses, and for the founding of a central bureau at Montevideo."

The proceedings of these congresses afford ample opportunity to discover the "similarity in aims and purposes of the 'Liga' with the aims and objects of the Corda Fratres of Europe and the Cosmopolitan Clubs of North America, even tho the organization is a less formal one." We read further:

"The spirit of internationalism breathes forth from every page. At the Corda Fratres congress at Rome in 1911, then, we find these three forces represented: the consulates or chapters of Corda Fratres, the Cosmopolitan and International Clubs of North America and Germany, and the League of Students of South America. It was no small thing to mold these three movements—each presenting a somewhat different plan of organization, each proud of its history and results—into a composite whole and to provide a form of international organization so flexible as to enable other movements which might exist in other countries, such as the East and West Clubs of England, to become affiliated. But good will and mutual concession wrought the seeming miracle, and for almost two years we have been working under a tentative and experimental platform of world confederation, the principal features of which are, first, the neutrality of the federation in matters affecting religious, political, or economic principles; second, the complete autonomy of the component groups; third, the composition of an international central committee of direction, consisting of two members from each country represented; fourth, the provision for regular biennial congresses; and, fifth, the stress laid upon the extension of hospitality upon correspondence between members of different countries, and upon the encouragement of mutual understanding as a means of promoting amicable international relations.

"Thus we have gone a great way toward uniting the students in an all-embracing world federation. We of the American group are especially happy that the Eighth International Congress, to be held in September, 1913, has been awarded to the United States, and that the Cosmopolitan Club of Cornell University, the strongest branch in our association, is to act as host during the official sessions. The preparations for the congress are now well under way. Invitations to the students of the world have been sent for circulation to all the foreign ministries, to all the student college papers of this and other countries, to all the student associations whose names could be learned by the Congress Committee headed by Carlos L. Locsin, of Cornell, a Filipino student of remarkable organizing powers, and to hundreds of individual students.

"Tho the official sessions are to be held at Ithaca, it is planned to take the foreign visitors to a number of places of interest, including New York City, Albany, Schenectady, Niagara Falls, Buffalo, Philadelphia, Washington, Boston, and Cambridge. I sincerely hope that the universities of this country will appoint delegates to this congress, and thereby embrace the splendid opportunity offered of encouraging the cause of international good will and humanity. Never before has an opportunity like this come to the students of this country to show their international-mindedness.

"Scholarship is in its very nature international. The scientist, the linguist, the technicist, the historian, the man of letters—each is dependent upon international cooperation for the achievement of the highest results in his particular field of endeavor. In short, it may truly be said of the scholar that 'every factor in his culture, every science which he knows, has been built up by the cumulative services of men in every nation in the successive ages.'"

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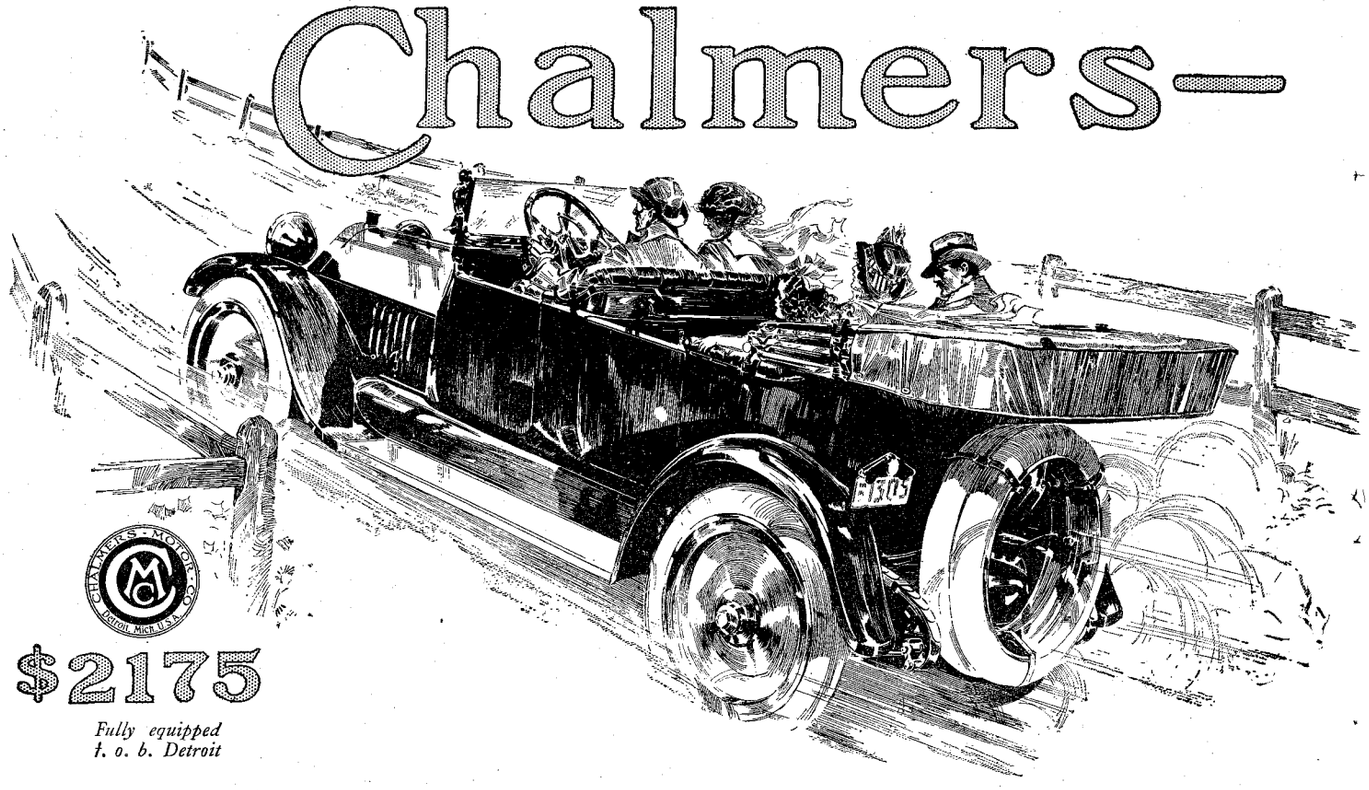

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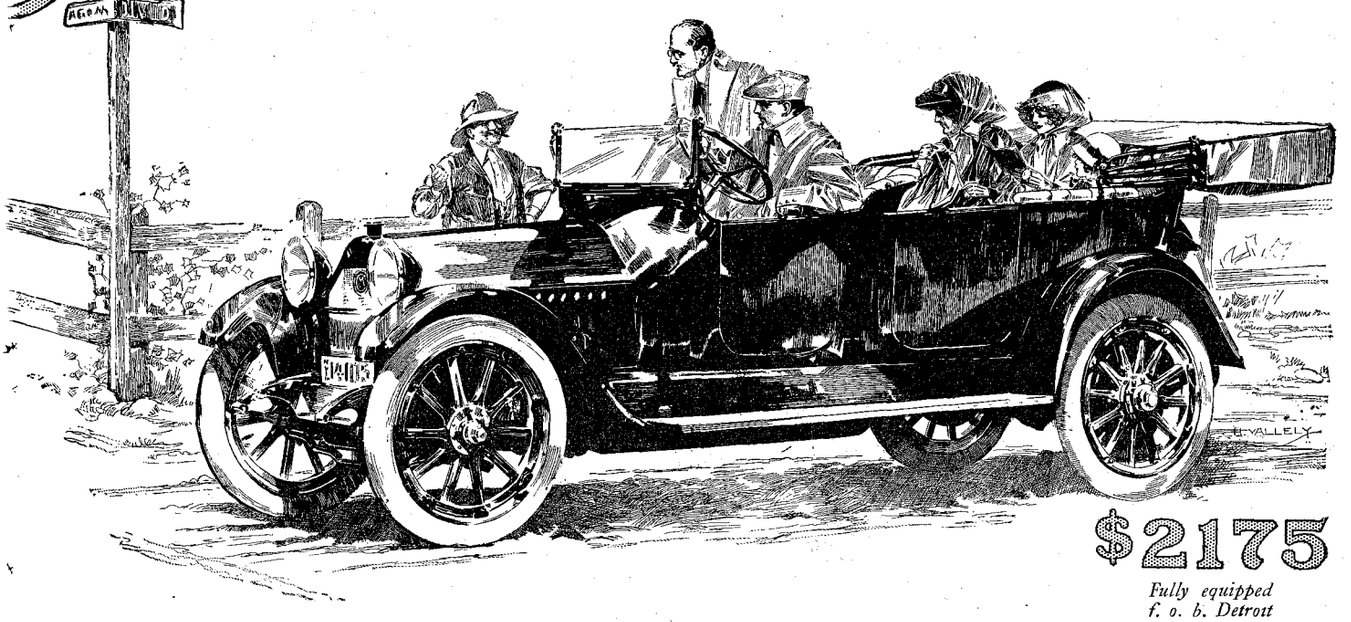

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Even if the driver should cut off the gas cidentally, the electric starter, which is always duty, keeps the motor running—won't it stop.

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After a long ride you are often tired and you don't know why. It's the vibration jinx in the crank case. It means the *moving* parts are too heavy or a fraction out of balance.

We overcome vibration by forging our connecting rods stronger and yet 40% lighter than the average; by giving the motor an extra long stroke and so reducing the number of strokes; by balancing all moving parts on a delicate scale. Even the clutch and the timing gears are balanced with the rest of the motor.

The smoothness of the "Six" saves wear on the car as well as on the passengers. The interval between the explosions of any "four" makes a gap in the power stream. It produces a vibration that hammers constantly at the life of the car. There's no escape from it. The explosions of the "Six" give an unbroken stream of power. It gives smoothness and economy that no "four" can equal. It adds years to the life of the car.

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Bodies are big and bell-shaped. Plenty of room to stretch your legs in either seat. Doors are wider than usual, with concealed hinges. They *fit* so snugly that all mouldings are dispensed with.

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In the New "Six," you get features that mean your car will run year after year as smoothly and silently as the day you bought it; features that keep operating costs down to a minimum.

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MOTOR CARS

WISCONSIN'S MODEL AUTOMOBILE LAW

WISCONSIN, which is often credited as the most progressive State in the Union, has just enacted a new automobile law which is welcomed by many authorities as a model act.

The Automobile says:

"A feature of the new code is that it prevents cities, counties, town boards, park or highway boards from passing or enforcing any ordinance or resolution fixing requirements upon drivers and operators of motor vehicles. The State law is supreme. and for two years at least Wisconsin motorists and outside motorists who tour in Wisconsin will not be harassed by sundry local ordinances that every cross-roads settlement may wish to pass, as in many other States. The outside motorist who comes into Wisconsin will need only to comply strictly with the compact State law and disregard local restrictions entirely.

"The law reads:

"'The provisions of section 1636–47 to 1636–57, inclusive, shall be uniform in operation throughout the State, and no city, village, county, town, park board, or other local authorities shall have power to enact, pass, enforce, or maintain any ordinance, resolution, rule, or regulation requiring local registration, or other requirements . . . or in any manner excluding or prohibiting any automobile, motorcycle, or other similar motor vehicle, whose owner has complied with the provisions of said sections, from the free and unobstructed use of all public highways, driveways, and parkways within the State. . . . . .

"The asterisks in the above represent the words dropt from the old statute in making up the new law, which were 'inconsistent herewith.'

From "Horseless Age," New York.

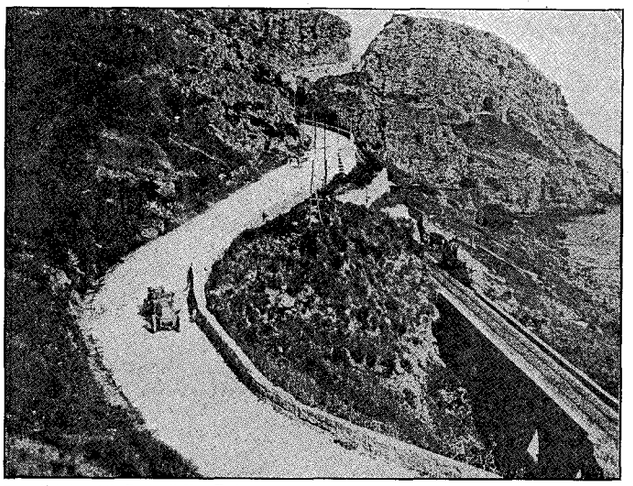
JOHN BURROUGHS AND HENRY FORD IN THE FIRST FORD CAR, TAKEN IN DETROIT RECENTLY.

"Among the requirements in the new law which have heretofore appeared only in local ordinances in various cities are the following:

"'Prohibiting the use of the muffler cut-out within the limits of any incorporated city or village.

"'Reducing speed to 8 miles an hour while passing through parks and cemeteries, in the highway. The old speed limits of 15 miles an hour in cities and villages, and 25 miles an hour in the country are unchanged, excepting as provided above.

"'Requiring every motor vehicle to be equipped with an "adequate signal device."



From "Automobile Topics," New York.

PART OF A ROAD THAT SKIRTS THE COAST OF SICILY FOR 650 MILES.

"'Dealers or manufacturers who knowingly permit the use of their number-plates on cars owned or controlled by others are liable to a fine of from $10 to $25.'

"The law was drafted by James T. Drought, president of the Wisconsin State Automobile Association and a well-known attorney of Milwaukee, who was mainly responsible for the organization of the Milwaukee Automobile Club, the first organization of motorists in the Badger State, and who is still counsel of this club. It was introduced by Senator Alex. R. Martin, of Milwaukee, and was one of the final bills to be passed and signed at the 1913 session of the legislature."

MACADAM ROADS OBSOLETE

"The movement for a more durable type of road construction for the main roads of the country is rapidly gaining strength," says *American Motorist*. "Roads which will not only stand heavy travel from the standpoint of the number of vehicles passing over them, but which will also stand the stresses of heavy trucks carrying loads of eight and ten tons, are required by the conditions of modern traffic." The article continues:

"That new macadam construction has been practically eliminated from consideration by traffic requirements on the principal highways, is admitted by the foremost highway engineers of the country. California has adopted concrete with a bituminous surface for almost its entire mileage of State roads now being constructed. The State Highway Engineer of Illinois has recommended concrete or brick —preferably concrete on account of low cost—for its recently established system of State aid roads. The Board of Consulting Engineers of the New York Highway Commission has recommended concrete for 146 miles of State roads now being built under inadequate specifications, 'to prevent the waste of the money already expended.'

"The Lincoln Highway Association is reported to have adopted concrete construction for the transcontinental Lincoln highway. The Chambers of Commerce of Chattanooga and Knoxville, Tenn., are promoting a concrete highway between those two cities, as a section of a through route to the South and Southwest; and innumerable counties and other subdivisions are adopting a similar type of construction for their roads of heaviest traffic.

"Portland-cement concrete seems at present to have the lead among the various types of road which may be considered durable by reason of its comparatively low first cost, and its excellent record as a paving material. Most of the other surfaces which might be available, such as brick, or broken stone mixt with bituminous substances, require for durability and strength a concrete foundation, so that the cost of the surfacing would be added to that of the concrete.

"A bituminous concrete is much in favor for roads in some sections of the country, but its use is limited by the expense of its construction. Liquid asphalt has been used to some extent, but the supply of this material is limited. Refined tars and asphaltic oils, while making excellent top dressings, preserving and making dustless road surfaces, do not add materially to the structural strength of the roads on which they are used; it is, therefore, to concrete, either as a foundation or for the whole road structure, that those engineers are looking who recognize the present and approaching traffic conditions on the main highways of the country.

"It is always possible that a new material or combination of materials may be discovered or invented which will enable durable roads to be built at a lower cost even than concrete."

KILOWATT INSTEAD OF HORSE-POWER

Leading engineering societies abroad are endeavoring to substitute the term kilowatt for horse-power. The unit of measurement in electric power is the watt. A kilowatt, which is one thousand watts, equals practically 1.34 horse-power. *The Automobile* advocates the universal adoption of the new designation.

Says an editorial writer in this journal:

"In the matter of sound, kilowatt is far superior. It has no ugly hiatus in the middle, but runs trippingly from the tongue. It has a plural, too, while the plural of horse-power has always been doubtful and awkward. Its abbreviation—kw, without a point—has been thoroughly established by the electrical-engineering fraternity of the world. The value of kilowatt, as well as its spelling, is international and uniform, which could do no harm in the ever-growing export trade, while there is a small

(*Continued on page 330*)

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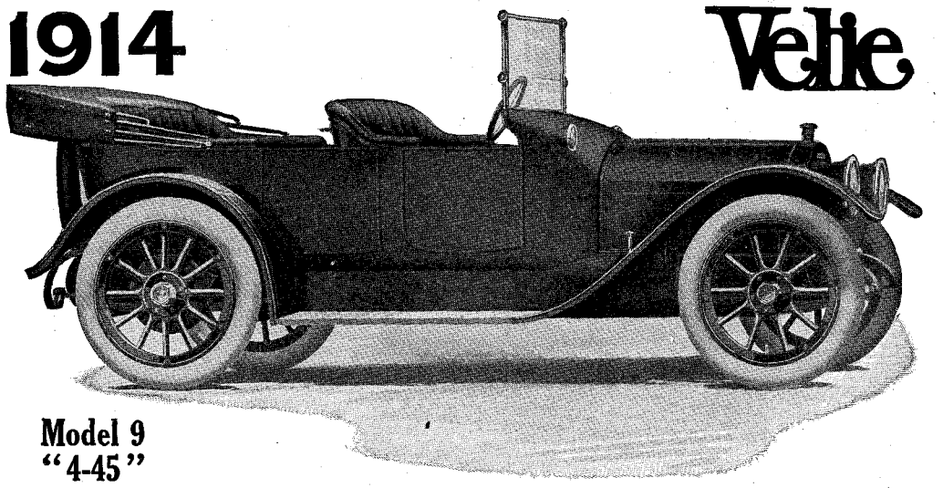
1914 Velie



Model 9
"4-45"

A new light "Six" with fifty horsepower

and two other equally remarkable Velie models—the utmost in real, usable value that can be built in an automobile!

Velie Model 10—The new Velie "6-50," nearly 1000 pounds lighter than the usual car of its size and power. Easy riding, easy to drive, remarkably economical on tires and gasoline. Price **$2350**

Five-Passenger Touring, Four-Passenger Torpedo, Two-Passenger Roadster

Velie Model 9—The new "4-45." A continuation of the famous Velie "4-40," with more power, more room, more comfort. Highest possible quality, even to use of hand-buffed leather in upholstery. Price **$2000**

Five-Passenger Touring, Four-Passenger Torpedo, Two-Passenger Roadster

Velie Model 5—The new "4-35." An exceptionally powerful small car, with equipment including the most advanced type of electric starter and electric lighting—identical with that used on the bigger Velie models. Price **$1500**

Five-Passenger Touring

These Specifications Are Common to All Velie Cars for 1914

Motor—"L" head, long stroke. Stromberg carburetor. High power on low gasoline consumption.

Ignition—Bosch dual system. All wiring enclosed and protected by brass conduits.

Lubrication—Positive feed. Cylinders and pistons lubricated by splash. Oil pump completely enclosed, protected in engine base.

Cooling System—Extra large radiators. Centrifugal pump on "4-45" and "6-50." Thermo-syphon on "4-35."

Transmission—Heat treated, nickel steel gears, four speeds on "4-45" and "6-50." Three speeds on "4-35."

Springs—Exceptionally long springs with extra wide leaves. Semi-elliptic front and three-quarters elliptic rear. Pullman-like riding ease on all roads.

Clutch—Velie special dry-plate clutch, positive but smooth in action, no grabbing.

Electric Starter—Gray & Davis electric starter. The highest grade of starter built today—with record of unfailing service.

Electric Lighting—Gray & Davis electric lighting. Current supplied from storage battery used in the starting system.

Tires—Quick-detachable, demountable rims. Velie light-weight on tires of ample size guarantees freedom from tire trouble.

Clean Body Lines—High side bodies with deep cowl dash and concealed door handles. Running boards free from battery box or other incumbrances. Clear running boards, with wide door, make the car especially easy to get in and out of. Spare tires carried at the rear, where they help to balance weight of the car.

Deep Upholstery—Deep seat cushions and especially deep back cushions. Finest leather used throughout.

Equipment—*Mohair top and envelope,* ventilating windshield, Warner speedometer, extra demountable rim, concealed electric horn, foot rails, robe rails and complete tool kit.

What the Name Velie Stands for Among Automobile Owners

For five years the capacity of the Velie factory has been taxed to its utmost to supply the constantly growing demand for Velie cars. The mechanical perfection of the car, backed by the tremendous prestige of the Velie name, has won and held the confidence of thousands of automobile buyers.

Today the Velie ranks well up with the leading twelve cars in the number built and sold each year.

Now we have greatly increased our facilities for manufacture. Velie output for the next year will rank with the highest. We are ready to give automobile buyers everywhere the benefit of our five years of successful motor car building.

We have developed a car that—for real service, for all that goes to make the owner satisfied—admits of no superior. And we have built it at a price well within the reach of all buyers of motor cars.

Let us show you what five years have brought forth in the Velie It is an interesting story. Write for it.

Velie Motor Trucks

Built in one-ton, two-ton, three-ton capacity, with special bodies for individual requirements. Write for details.

VELIE MOTOR VEHICLE COMPANY, 350 Velie Place, MOLINE, ILLINOIS

Branches and Dealers in Principal Cities

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Residence of Mr. Theodore N. Ripson, Hempstead, L. I. Mr. A. T. Remick, 103 Park Ave., New York, Architect. Heated with Pierce American Water Boiler and Pierce Louraine Radiation.

You must learn about house heat from a Heat Primer

Take the technical talk out of the house-heating story and anybody can understand it. And everybody should, before deciding on what kind of heat to have and what heater to get. Our Primer,

What Heat for Your House

(Sent free on request)

tells this heat story in the simplest terms—tells the difference between steam and hot water, the advantages of each and how each system works. It also explains, in the same simple way, the various types of Pierce Boilers and the wonderful heat-producing and coal-saving features which have placed them in 300,000 homes.

Your steamfitter can give you the *figures* on a perfect heating system. Send for our Primer and get the *facts* first.

Pierce Boilers and Radiators

PIERCE, BUTLER & PIERCE MFG. CO.
254 James Street Syracuse, N. Y.

Pierce Service in all Principal Cities

MOTOR-CARS

(*Continued from page* 328)

difference between the horse-power and the *cheval-vapeur* in France or *Pferdestärke* in Germany. The kilowatt equals exactly 1.36 of either of these units, which are only metrical units in disguise and now slated to disappear, if the engineers can have their way.

"The Society of German Electrotechnicians has decided, in full accord with the Society of German Engineers, the International Electrical Commission, and all other associations whose voice counts in matters of this nature, that from and after January 1, 1914, the power output of an engine, whether it is electrical or of any other type, shall be designated in kilowatts and that the horse-power (*Pferdestärke*) unit shall not be used or placed before the public any more, after that date.

"Now that this example has been set, it may be worth considering whether the American automobile industry should not feel itself peculiarly called upon to jump into the lead in the matter by placing the proposed innovation before a very broad, untechnical, but highly influential public first of all, thereby greatly assisting the introduction of the change in the industries where any change in terms and their values, be it ever so slight, means considerable bother with the remaking of tables and calculations. For American cars, with their motor-starters and lighting equipments whose capacity must even now be designated in kilowatts if they shall be discust at all conveniently, it would be an outright comfort to have the power of the main motor judged by the same unit.

"The dear old horse-power, meaning little for designating power, anyway, unless the actual motor speed is mentioned in the same breath, probably never would be missed. Electricians have shown how easily it can be spared. To the public that wishes to compare one motor or one car with another, it is the figure and not the unit which counts, while the engineer is well aware that, so far as the car as a whole is concerned, neither horse-power nor kilowatt can give a mental conception of its traveling capacity, so long as the weight, the mechanical efficiency of the gears, the spring suspension, the bearings, the tires, and several other factors remain undetermined.

"British engineers have devised the coefficient 'K' and the coefficient 'Sigma' in order to have a unit for judging car capacity, logically assuming that the intelligent car owner should be much more interested in such a unit than in horse-power, but the proposition to replace horse-power by kilowatt, while not aiming so high, has the advantage of simplicity in its favor and may do a great deal, through the revisions of formulas and tables and curves which it will necessitate, to weed out antiquated views and set ideas to work in new channels.

"The committee on standardization of the S. A. E. is, within the ranks of this society, usually considered as having a thankless and irksome task. Might it not now, with this opportunity for establishing the same unit for measuring power in the electrical and the mechanical fields—which fields are singularly well and intimately blended in the automobile—call a special session for the purpose of presenting succinctly and attractively to the automobile industry the advantages to be gained by dropping horse-power for good and ever from automobile nomenclature and catalogs and adopting the euphonious and comprehensive kilowatt, instead?

"The poncelet is the only competing unit, and it is rather deep below the surface of actual events, besides leaving electricians and electrical appliances out in the cold."

FOR UNIFORM MOTOR LAWS

A movement for unifying automobile laws in a number of States is gaining headway. The committee appointed by Governor Sulzer in accordance with an act passed last spring by the New York legislature is about to begin its work. This committee will confer with commissioners to be appointed by the Governors of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, Pennsylvania, Delaware, and Maryland. It is expected that other States will appoint commissions to confer with those already named. Ultimately the State officials will probably confer with the National Government.

The New York Times explains:

"The endeavor of the New York Committee will be to frame a law which will both serve the interests of the public and leave the automobile industry unharmed. Its first step, like that of the other commissioners, will be to examine the present law in its own State and draft such suggestions for change or amendment as may seem advisable.

"After this work has been accomplished, a joint conference with the representatives of the other States is planned and a uniform regulation of automobile operation and taxation is hoped for as a result. A report based on this conference is to be submitted to the next legislature. Motorists have long felt the annoyance of different or contradictory laws in the various neighboring States, and uniform regulations, if wisely drawn, would be welcomed by the great body of automobile users. Matters such as speed limits, license fees, loads, and general operation will be the study of the committee."

EQUIPMENT FOR A LONG TOUR

Transcontinental automobile trips are becoming more and more frequent. The selection of adequate equipment and supplies for a tour of several thousand miles, whether across the country or in other directions, is of great importance.

"To make a proper selection of equipment," says *Motor Age*, "requires actual experience in cross-country touring, such experience as has been the lot of drivers of the cars in the Indianapolis-to-the-coast tour which ended at Los Angeles August 4. Most of the drivers or entrants had been in previous tours, some of them of transcontinental scope, and their cars may be taken as criterions of the highest efficiency in special arrangements for safety and comfort on long tours where a wide variety of conditions are to be met.

"It must be remembered that in this tour almost every class of road conditions possible was met. . . . . .

"Certain features of equipment not necessary for ordinary tours, therefore, were essential and were a part of the load of every car on the run. First and most important of these are the means for carrying spare supplies of water. In the desert, where one must travel 50 miles at a stretch between water holes, their value is obvious. . . . The most convenient way to carry extra water supplies and one which is universal among tourists through the desert countries, is by means of water-bags. These are made of closely woven canvas and hold anywhere from 1 to 5 gallons. They are closed with a cork which fits into a porcelain mouthpiece. The bags are not completely waterproof, for the evaporation of the slight quantity of water that seeps

(*Continued on page* 332)

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ELECTRONIC REPRODUCTION PROHIBITED

Detroit Electric Cars for 1914 offer:

1. **Substantial price reductions together with equally remarkable improvements in quality, made possible by our large production, *two to one* over that of any other electric car manufacturer.**
2. **Your choice of either *Worm* Gear (mounted the correct way) or our new *Bevel* Gear axles; also your choice of front seat drive, rear seat drive or Detroit Duplex Drive (permitting car to be driven from *either* seat).**
3. **A line which for *completeness* has never been approached even by this company—for years the *leader* in the electric car field.**
4. **Greater battery capacity in all models, giving *still greater mileage.***
5. **Larger tires, *electric brakes,* and many other refinements in details of construction and equipment.**

(Details as to prices and models will be announced in this magazine in September and in the October monthly magazines.)

OUR 1914 line, as always, will *establish the style* in electric automobiles for the coming season. Every accepted feature of construction that is worth while will be found in our 1914 cars—and a number of new features not obtainable elsewhere.

The 1914 line will be exceptionally comprehensive. It will include *every type* of electric vehicle that a purchaser could possibly desire.

The buyer who wants a *double lever control* (for operating the car from either front or rear seat) can get it in the Detroit Duplex Drive. The buyer who wishes a *front* seat single drive or a *rear* seat single drive can have his choice of either. All bodies Clear Vision.

The person who wants a worm gear axle will find in the Detroit Electric a new and improved *application* of this well known principle—correctly mounted to insure positive lubrication. This method of power transmission has been used on some of our models in owners' hands in various cities for three seasons.

The purchaser who prefers a bevel gear axle can select a Detroit Electric with our famous true, direct shaft drive (chainless), originated by us and now in its fifth successful season. Both open and closed cars (Clear Vision bodies) are offered.

Greater Values—Lower Prices Because of Larger Production

All 1914 Detroit Electric models will have finer quality, many improvements, longer wheel base, roomier bodies, deeper and wider seats—greater value throughout than it was ever possible to offer before. And the prices will be *lower* than the prices previously asked for cars not as advanced as these.

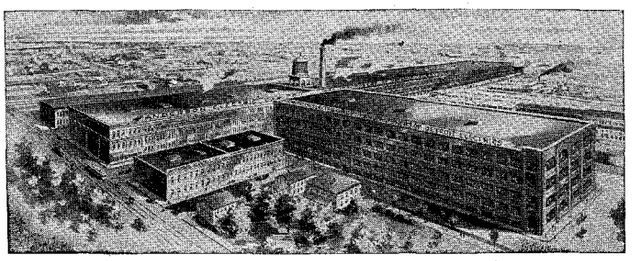
Increased production, quantity buying, cutting down of distribution expense and improved manufacturing methods make possible not only substantial price reductions, but—even more interesting—substantial increases in *quality.*

This is our policy for 1914: *More* cars, *better* cars, *lower prices.* Detailed announcement of models, specifications and prices will be made later. Meantime, if interested in motor cars of *any kind,* we suggest that you call upon our dealer in your city.

Anderson Electric Car Company, Detroit, Mich.

THE Detroit ELECTRIC

SOCIETY'S CAR for TOWN AND COUNTRY



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Factories of the Anderson Electric Car Company, Detroit, Michigan

The Largest Plant in the World Devoted Exclusively to the Manufacture of Electrically Propelled Vehicles

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This Country's Most Eminent Physicians Testify to the Value of

BUFFALO LITHIA SPRINGS WATER

For Uric Acid Diathesis or Lithæmic Conditions, Gout, Rheumatism, Renal Calculi, Stone in the Bladder, Gall Stones, Bright's Disease.

DR. GEO. BEN. JOHNSTON, M.D., LL.D., Richmond, Va., Ex-President Southern Surgical and Gynecological Association, Ex-President Virginia Medical Society and Professor of Gynecology and Abdominal Surgery, Medical College of Virginia: "If I were asked what mineral water has the widest range of usefulness, I would unhesitatingly answer, Buffalo Lithia Water. In Uric Acid Diathesis, Gout, Rheumatism, Lithæmia and the like its action is prompt and lasting. . . . . Almost any case of Pyelitis and Cystitis will be alleviated by it and many cured. I have had evidence of the undoubted Disintegrating, Solvent and Eliminating powers of this water in Renal Calculus, and have known its long-continued use to permanently break up the gravel-forming habit."

DR. J. ALLISON HODGES, President and Professor of Nervous and Mental Diseases, University College of Medicine, Richmond, Va.: "Each year I am more and more impressed with the value of Buffalo Lithia Water, Spring No. 2, in the treatment of that class of diseases dependent upon a Uric Acid Diathesis, Rheumatism, Gout, Urinary Calculus, Vesical Irritations, etc., for I have time and again witnessed its undisputed efficacy in relieving these cases, and in many instances curing them, by disintegrating and eliminating Urinary Calculi when they were present."

Buffalo Lithia Water is sold by all druggists and everywhere mineral waters are sold.

BUFFALO LITHIA SPRINGS WATER Co BUFFALO LITHIA SPRINGS, VIRGINIA

MOTOR-CARS

(*Continued from page 330*)

through them is relied upon to keep their contents cool. When the air is the hottest, evaporation takes place most rapidly, and the water therefore always is refreshingly cool. The bags are hung on the outside of the car, usually from the top brackets.

"In addition to the bags, most tourists prefer to carry vacuum bottles for the drinking water."

Next in importance to the water supply is the spare fuel supply. Arrangements for carrying extra fuel are essential, for it sometimes is a full day's run between points where gasoline may be obtained. Then, too, it is a matter of economy, for gasoline that sells for 45 cents a gallon at a point on the railroad costs 60 cents 75 miles inland, a 3 days' haul for a team. Probably the best arrangement is to fit the running-board with special steel, hinged straps which will clamp over the can. It should be arranged to fit the 5-gallon rectangular tin cases in which much of the western gasoline is sold.

Of equal importance with the fuel supply on a tour of this sort is the food supply. A breakdown on the desert or in the mountain may mean a wait of a day or more before help comes, and it is very comforting at such a time to realize there is plenty of rations in the locker and it will not be necessary to run down a coyote for one's dinner.

Canned foods and dried fruits and dried meats will serve. Everything must be air-tight and of such shape that it will pack away without waste space. An outfit of cooking utensils of the lightest and simplest kind should be amplified by aluminum dishes. Special camping sets are most in favor with experienced tourists, as they are designed to take up least space. Emergency rations in tablet form sometimes are carried as an extra precaution. This all can be packed in a chest strapped on the running-board or in a section of a trunk at the rear. . . . . .

Camping equipment proper can be arranged to take up little space. Light waterproof tents which can be rolled into a bundle four inches in diameter and 30 inches long are most in favor on account of their compactness. These slip into a waterproof cover which keeps them dry and clean. Bedding is simple. It consists of a pair of wool blankets and a rubber blanket for each one in the party.

Clothing must be of the strictly outing variety and of a color and material not affected by the dust. There should be heavy clothing, for the nights, even on the desert, are chill and in the mountains cold enough to freeze up the radiator in July.

Rough clothing for every-day touring can best be carried in waterproof canvas bags known as duffle bags. For dress-up occasions the touring trunk or suitcase rack usually is reserved. A favorite type of waterproof coat is a very light rubber affair which slips over the head—it is more of a shirt than a coat—and collar and wrists fit tightly. To go back to the special equipment needed for the car itself. A first thought is a plentiful supply of spare tubes. It is not necessary to load the car down with more than two extra casings because one is never more than 2 or 3 days from a town where the ordinary sizes of tires may be obtained. Spare parts to carry vary with the car and the versatility of the driver. Rear axle shafts are frequent offenders in the matter of breakdowns and a spare shaft or two often is advisable. An extra spring is one of the spare parts that often is needed and can be carried very nicely under the cross members of the frame or under the running-board apron. Wheel bushings, too, sometimes are needed.

For the sake of the engine it is well to fit some sort of an indicator by which overheating will be shown before the engine gets too hot or too much water is allowed to boil away. The cars on the Hoosier tour all had either one of two different fittings for this purpose.

Most of the carbureters were supplied with a steering column control of the air intake. This was found to be particularly useful in crossing the mountains. The small proportion of oxygen in the atmosphere at altitudes from 8,000 to 12,000 feet made frequent changes in the air adjustment necessary, gradually giving more air as higher altitudes were reached and less air on descent.

Protection of the various parts of the car from the effects of dust and water particularly is necessary. If there is not a permanent waterproof case for the magneto, an oilcloth or leather one is needed.

Lighting facilities must needs be particularly dependable on a transcontinental tour, for night running sometimes is unavoidable. With electric-lighted cars on a long tour, care must be taken that the charging apparatus is regulated properly, because the long steady charge of day running is likely to overcharge the battery.

Oil lanterns, too, are a necessity on a transcontinental tour, for they will be needed in making camp, perhaps in digging a car out of the mud in the middle of the night, etc.

Oil can be obtained wherever gasoline is sold, so that a reserve gallon or so is all that is necessary.

With two exceptions, all of the cars in the tour were equipped with shock absorbers, and the rough country which was covered between Indianapolis and the coast demonstrated their usefulness.

A definite list of the equipment necessary should be made up before the tour is started, so that the tourists will not discover that something important has been omitted when it is too late.

Below is a sample list of equipment which might be followed for a transcontinental tour of four persons.

One touring tent with waterproof cover.
Four pairs of woolen blankets.
Four rubber blankets.
One touring trunk holding four suitcases.
Four 2-gallon water bags.
One running-board chest with aluminum dishes and canned food.
Two vacuum bottles.
Two duffle bags.
Four pair of goggles with amber lenses.
One robe rail bag.
Two spare casings, tubes and tire repairs.
Two jacks and several broad wood blocks to rest them on.
One block and tackle with stout sharpened stake.
One each of spade, ax, and oil lantern.
Spare springs, and other parts with complete set of tools.
Assortment of ignition, lighting and binding wires and straps.
Camphor ice and cold cream.

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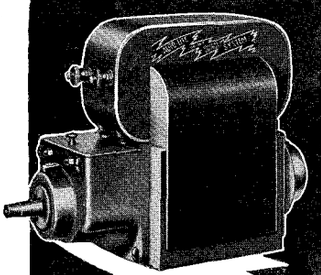
"AS SURE AS THE WHIRL OF THE WORLD"

THE BIRTH OF A BETTER LIGHT



Built with magneto dimensions - designed to be connected direct to magneto or pump shaft - operates at 6 volts - begins to generate at 200 revolutions per minute - attains maximum output at car speed of 17½ miles per hour.

AUTO-LITE ELECTRIC STARTING and LIGHTING SYSTEM

The AUTO-LITE Electric Generator - a simple, positive, convenient source of current for motor car electric lighting

YOUR 1914 car should carry the *Auto-Lite* system as standard equipment—no matter what price you pay.

Due to its already widespread adoption, car manufacturers can equip with the *Auto-Lite* if you so specify.

For the *manufacturer* who desires lighting, starting and ignition in one system or separate units, we are able to provide the best recognized equipment now in use.

THE ELECTRIC AUTO-LITE COMPANY
122 Michigan Street, Toledo, Ohio
Branches: NEW YORK DETROIT KANSAS CITY SAN FRANCISCO

GET THIS BOOK

Send for our "Handbook on the Care and Operation of Automobile Electric Systems," a book so full of interesting information on all modern electric systems that no automobile owner can afford to be without it.

Explains in detail, functions of the various parts—how to locate and remedy troubles of all kinds—embraces all electrical automobile systems.

The large operation chart which it contains is alone worth the price.

Regular price 50c.

Will be sent to you for 10c in stamps if you use this coupon.

This Coupon Saves You 40c

THE ELECTRIC AUTO-LITE CO., Toledo, Ohio.
122 Michigan Street,
Enclosed find 10c in stamps for which please send me your handbook.

Name.....

Address.....

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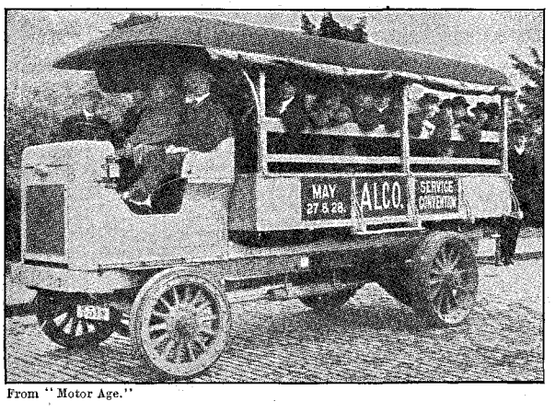
MOTOR TRUCKS

BONUS SYSTEM FOR TRUCK-DRIVERS

THREE requirements intended to eliminate careless and irresponsible men from the ranks of motor-truck drivers and to make drivers responsible for damages were proposed in a paper read before the Motor-Truck Club of New York recently by Alfred Aram.

One of the suggestions was to require every driver to undergo an examination as to competency and dependability. Another was to have the man's record investigated by a surety company and then require the driver to file a bond with his employer.



From "Motor Age."

FIVE-TON TRUCK CONVERTED INTO A PASSENGER CARRY-ALL AT CONVENTION IN PROVIDENCE.

In the opinion of Windsor T. White, second vice-president of the Automobile Chamber of Commerce and chairman of the commercial-vehicle committee, the author of these suggestions does not seem to have struck the right note. A bonus system by which a driver would receive extra compensation for good care of his truck and long tire mileage would be much more certain to bring the desired results than restrictions which would have a tendency to deter men from going to work as truck-drivers.

If the driving of motor-trucks can be made attractive enough in compensation and otherwise, the competition for positions will be greater and owners will have a choice of the better drivers, thus eliminating the bad ones.

The bonus system is already in use in England and has proved very successful, according to A. E. A. M. Turner, of London, in a report to the *Commercial Vehicle*. Whereas a few years ago the expenses for motor-bus repairs in London were very heavy, and there was a great deal of public complaint regarding the reckless operation of these cumbersome vehicles, there has since been a great improvement in both respects.

Part of this improvement is due to the experience gained by the drivers, but the motor-bus companies and some private business companies have put into practise various plans that offered an incentive to drivers to avoid damages to the vehicles and excessive tire wear. One of these plans is the payment of a bonus of $25 or more to each driver who takes his vehicles through the year successfully, provided the annual or semiannual overhauling shows that it has been handled carefully by the driver. Another plan is to establish an accident-insurance fund, contributing a certain amount—say 12 cents a week—as premium for each driver, and at the end of the year, if he has come through without collision or other avoidable accident, to return the money to him with a small addition representing interest.

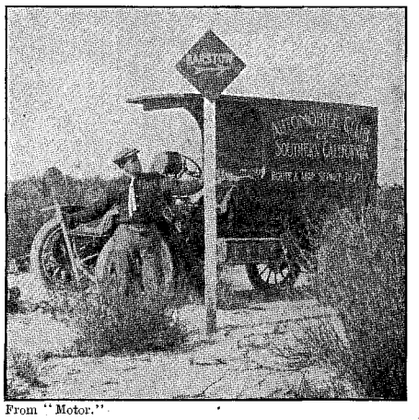
Some of the leading tire manufacturers also offer bonuses to drivers who get unusual mileages from their tires. In event of accident, the driver loses his insurance money and the bonus offered by his employer, while unless he handles his machine more carefully, he will have no chance of winning the tire bonus.

The result is that a majority of the drivers are steady, level-headed fellows who are not only intent upon increasing their wages to the extent of the bonuses, but who take personal pride in establishing clean records for the year. Even the best-paid drivers are not indifferent to the additional money to be made in this way.

On the other hand, the bus company or truck-owner is a gainer through the reduced repair bills and increased tire mileage, while the public gains in safety and quiet.

The fundamental idea of the bonus system is to give the driver an incentive in the nature of a reward to do his best, and all parties at interest are benefited, whereas any plan of bonding exacts beforehand a fee for expected carelessness and has a tendency to engender feelings of resentment. The bonus system should be used in conjunction with the establishment of the driver's competency to operate the vehicle and a private inquiry as to character, habits, etc., the same as in hiring an employee for any other position of responsibility.

Drivers have more to do with the success of motor equipment than any other factor. For this reason it is not good economy to hire cheap men or discourage good ones. In establishments where it has been the practise to break horse-drivers in as truck operators, it has been found that the possibility of getting on a truck has been an incentive to better work as horse-drivers, so it is almost certain that rewards for good service on the trucks would be effective. And, inasmuch as one man on a motor-truck can do the equivalent in work of two or three men with horses, the employer can well afford to pay him better wages and offer bonuses for careful driving.



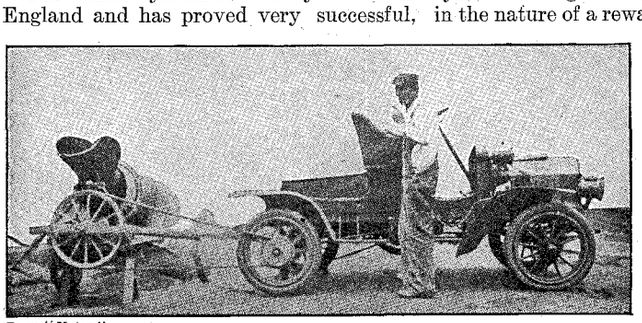
From "Motor."

TRUCK USED IN MARKING ROADS IN CALIFORNIA.

OVERLOADING SOLID TRUCK TIRES

The prime requisites in tire economy are declared by *The Automobile* to be a moderate load and moderate speed, but the average truck-driver does not understand this. To all intents and purposes, a solid rubber tire seems proof against injury, which fact is one of the greatest

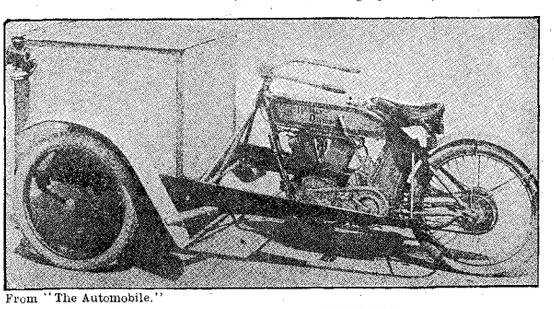
(*Continued on page 336*)



From "Motor."

AN AUTO-DRIVEN CEMENT-MIXER.

Motor, in presenting the above illustration, explains that the automobile used to supply the power was purchased by its owner for a nominal sum, the remaining equipment having been purchased from a scrap-pile, his total outlay being thirty dollars.



From "The Automobile."

A THREE-WHEELED CYCLE-TRUCK.

The application of the motor-cycle for the quick delivery of light parcels, particularly in cases where the business would not warrant the purchase of a regular motor-truck, is gaining rapid headway throughout the country.

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Garford TRUCKS

Some record truck transactions

DURING the last six months, New York City—the most difficult, exacting, and over-solicited truck market in the world—has purchased over $1,300,000.00 worth of Garford trucks. Listed below are the individual transactions. Over 66% of these sales are repeat orders.

Watson Contracting Co., Fordham, N. Y.,	10 five-ton Garfords	Piel Bros. Brewery, New York City,	6 Garfords, various sizes
Texas Oil Co., New York City,	5 Garford Tank Trucks	Dayton Hedges, Contractor, New York City,	3 six-ton Garfords
New York Police Department,	10 Garford Patrol Wagons	F. L. Cranford, Inc., New York City,	2 ten-ton Garford Tractors
New York Mail Co., New York City,	8 three-ton Garfords	Public Service Corp., Newark, N. J.,	2 two-ton Garfords
Pittsburgh Contracting Co., New York City,	2 six-ton Garfords	Farmers Feed Co., New York City,	2 ten-ton Garford Tractors
Holbrook, Cabot & Rollins Corp., N. Y. C.,	2 ten-ton Garford Tractors	D. W. Kaatze Milk Co., Brooklyn,	1 six-ton Garford
John Bell Co., New York City,	5 six-ton Garfords	Westchester Lighting Co., New York,	1 three-ton Garford
Colwell Lead Co., New York City and Brooklyn,	6 three-ton Garfords	Frazer & Burchenal, New York City,	2 six-ton Garfords
Greenwood Cemetery, Brooklyn,	5 Garfords, various sizes	R. A. Funger Motor Trucking Co., N. J.,	3 six-ton Garfords
Eastern Asphalt Paving Co., New York City,	3 six-ton Garfords	L. Wertheim Coal and Coke Co., N. Y. C.,	1 six-ton Garford
N. J. Ice Cream Co., Newark, N. J.,	3 three-ton Garfords	Monarch Auto Trucking Co., Brooklyn,	2 six-ton Garfords
H. C. Bohack Grocery Co., Brooklyn,	2 five-ton Garfords	Empire State Dairy, Brooklyn,	1 ten-ton Garford Tractor
Cranford Co., Brooklyn,	7 six-ton Garford Tractors	Peter Breidt Brewery, Elizabeth, N. J.,	2 five-ton Garfords
Interboro Brewing Co., Brooklyn,	11 five-ton Garfords	Thos. Wood Sons Coal Co., Brooklyn,	1 six-ton Garford

Such an unusual volume of business is only another indication of Garford efficiency and should make a marked impression on those who are figuring on commercial vehicle equipment.

Catalogues, transportation advice and all information gratis.

Please address Dept. 4

THE GARFORD COMPANY, ELYRIA, OHIO

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Next Week is "Jack-Knife Safety" Week

15,000 Dealers Will Participate in this Big Sales Event — September 1st to 6th

Jack Knife Safety Week—September 1 to 6—is your special time to decide the fountain pen question; 15,000 live dealers will meet the tremendous demand for Parker Pens. Thousands of pens have been shipped to complete assortments. You will find the selection ample. Step in and make a choice next week. *Geo. S. Parker.*

PARKER LUCKY CURVE

Jack-Knife Safety Fountain Pen

Handiest pen made. Writes like a fresh dipped pen—smooth as glass—and can't leak in any pocket or in any position—flat, rightside up or upside down—because of the "Lucky Curve" and the patent vise-like ink lock.

The Lucky Curve

The big idea that removes the leak and makes the Parker the cleanly pen.

FREE TRIAL

During Jack-Knife Safety Week any Dealer will sell you a Parker Pen with "money back" privilege if not satisfactory. We authorize this. Next week 15,000 good stores will be showing the Parker Jack-Knife Safety, Standard and Self-Filling Pens in many styles and sizes at $2.50, $3, $4, $5 and up. If you can't locate a dealer write us.

No. 23½ (Pictured) $3.25 No. 20 $2.50

Parker Pen Company

60 Mill St., Janesville, Wis.

NEW YORK RETAIL STORE — WOOLWORTH BUILDING

Give Your Auto a Mobo Bath
Clean your car with Mobo as often as it needs cleaning.
MOBO preserves the lustrous finish as well as removes all dirt and grease. Does not streak or crack the varnish.
MOBO Auto Cleanser
is a vegetable-oil soap. It gives new life to paint and varnish. MOBO is good for cleaning furniture, parquetry, painted walls, etc. Sold in large and small cans, barrels and half barrels. If you can't buy MOBO in your neighborhood, send dealer's name and 25 cts. for a 1½-pound Trial Can. Write for FREE booklet, "How to Keep an Auto Clean."
JOHN T. STANLEY
Maker of Fine Soaps
650 West 30th Street
New York
MOBO
AUTO CLEANSER

MOTOR-TRUCKS

(*Continued from page* 334)

dangers attending its use. There is serious wear and tear on tires when a truck has been overloaded, when hard and quick braking are indulged in, when excessive speed is attained, and when skidding occurs. The writer says:

"Speed is the most important of all the deteriorating influences to which tires are subjected. It has been determined that at an average of 12 miles an hour, the life of a solid tire approximates 10,000 miles, while at an average speed of 20 miles an hour it would be a candidate for the scrap-heap at the end of about 4,000 miles.

"The dangerous effect of overloading can not be overestimated. Tires are constructed to carry certain loads which, if exceeded, will result in premature failure of the tire unit. Rubber compresses beyond its safe limit of elasticity will break down just as any other material will do. Skidding, starting, and stopping, tractive effort, are in the nature of natural causes of wear; in truth, are causes of ordinary abrasion under practically normal conditions. Habitually running in car-tracks has its invariable ill result in a similar manner. For the edge of the tire, the small portion which runs on the rail, is carrying the load intended for the whole tire. A further shearing effect is produced, too, that is most injurious to the tire's fastening.

"The solid tire is essentially a low-speed tire, and when a pace faster than from 15 to 18 miles an hour is maintained the tires are bound to suffer. In the first place, excessive speed generates extreme frictional heat, which in turn produces disintegration. Either the rubber tread will separate from its semihard rubber base or the whole tire will become loosened from the steel foundation, rendering it practically worthless.

"Solid tires are designed by the manufacturer to carry a certain weight, and when the specified limit for each tire is exceeded it is a case of overloading. The effect of this is to break down the tire completely. In a majority of cases it will separate from the steel base."

THE TRUCK IN THE GROCERY BUSINESS

Morris A. Hall contributes to *Motor* a paper showing the efficiency of motor-trucks in increasing effectiveness in areas of delivery for the grocery business. His statements refer to the wholesale as well as the retail trade. Among the interesting facts set forth by him are the following:

"Very recently the writer heard a wholesale grocer from a city in central eastern Massachusetts make the statement that the 3-ton truck which he had purchased had been worth $50,000 to his business in the year. This, he explained, was not alone in the big savings, the advertising value, and the enhanced reputation of being up-to-date, but was mainly in the vastly larger amount of territory in which he could get and hold business, this being made possible only by the much greater speed and endurance of the motor-truck as compared with horses.

"He still uses the horses for retail work, in which he explained they could work a 6-mile circle, but uses the truck for suburban work and deliveries in neighboring cities, in which it has a working radius of more than 9 miles, or can work an 18-mile circle. The area of the 6-mile circle is 28.3 square miles, of the 18-mile circle 254.5 square miles, a gain of 236.2, which on the merchant's own valuation would be worth $212 a square mile to him. As the cost was in the neighborhood of $3,000 a year, the actual net gain was $200 a square mile.

"In another business, a test covering three months showed that a small truck could make 25 deliveries a day, these averaging 426 pounds each, at the rate of 17 minutes a delivery and at a cost of 2 cents a mile. In another similar test, against a horse, the motor made 418 deliveries, covering 500 miles in 114 hours, at a total inclusive cost of $8.76. The horse-wagon of equal capacity made 132 deliveries, covering 110 miles in 133 hours at a cost of $7.49. The former is 2 cents a delivery, while the latter figures out to 6 cents each.

"With so many different quantities, it is difficult to make a reasonable comparison, so considering a unit of time as 100 hours, both results may be reduced to this. In 100 hours, the horse would make 99 deliveries, cover 82.6 miles, and cost $5.63. In the same period, the motor would make 366 deliveries, cover 438.5 miles, and cost $7.68. The merchant's gain by the change (in 100 hours) would amount to 267 extra deliveries, covering 355.9 additional miles at a cost of only $2.05. The extra work done, then, considering the horse work at the same cost, as before, would cost but 76 cents a delivery and 57 cents a mile. That is, the merchant can do his usual work at the same cost but at the same time can add deliveries at the rate of three-fourth cent each and miles at the rate of one-half cent each.

"That the light car is successful in retail grocery work is shown beyond dispute by the experience of a prominent Providence, R. I., firm, employing several well-known 3,000-pound wagons. This firm makes deliveries down both sides of Narragansett Bay, two of the long routes being selected for special illustration. These are called, from the towns which they cover mostly, the Warwick and Buttonwoods routes. While the former is but 12 miles and the latter 14 in a direct line, the distances covered by horse averaged 28 and 34 miles a day. Doing distances like these required alternate horses on the next day in both cases, so altho it was a one-horse wagon two horses must be figured in. Starting to load at the store at 7.30 in the morning, the usual time for reaching the stable on the return at night was 10.30. This made a 15-hour day for both horse and driver.

"When the 3,000-pound wagon was put on these two routes, slightly more time was consumed in loading its greater capacity, but the car covered the previous routes twice in a day, once in the morning and once in the afternoon, finishing before 6.30 regularly. The mileages average 78, some days showing as high as 90, others as low as 70. While local conditions are, of course, the determining factor in finding the exact gain offered by motor transportation over the archaic horse-drawn wagons, still the conditions obtaining in this Rhode Island case are near enough to the average to make the findings unusually interesting and significant.

"Summed up, this conversion from horse to motors means delivery to twice as many families, which means approximately double the revenue, covering a greater area twice as frequently, traveling 16 miles a day more (equal to 26 per cent. increase over 2 teams), and doing all this in 11 hours, as compared with 15, a saving of 4 hours, or 26.7 per cent. in time, and at a cost of $14.26 less a day, without capitalizing the better service.

"It is seldom considered the province of the commercial car to compete with the railroad, but that is what a 3-ton truck, in the service of a wholesale grocer of Springfield, Mass., is doing. Northampton is twenty miles from Springfield, with a direct

(*Continued on page* 338)

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"His Chauffeur put one over on him"

No wonder Mr. Tire-Trouble-Ridden Motorist was so disgusted that he wanted to sell the car.

Punctures—inner-tube replacements, delays—annoyances without end had been his lot.

But Mrs. Tire-Trouble-Ridden Motorist demanded at least "one more cross country trip," so he pitched in to get ready.

Getting ready consisted largely of telling James—the chauffeur, to buy what was needed, and resolving no matter what happened, to blame it on James.

We see them at their home on their return.

They have been away for over three weeks.

There is a smile on every face.

The car is not going to be sold.

For the whole tour has been one continuous "joy ride"—in the right sense of the word.

Not a puncture have they had.

No delays—despite as bad roads as any car is likely to encounter.

The chauffeur had put one over on Mr. Tire-Trouble-Ridden Motorist—he had equipped the car with

LEE Puncture-Proof Pneumatic TIRES

Regular Tread on Front ***Anti-Skid on Rear Wheels***

These are the tires that every motorist should investigate. They are the only pneumatic tires that *must* protect you against punctures, or you get

A Cash Refund

of every penny that you paid for puncture insurance.

There isn't a single way you can lose.

We guarantee that you will not puncture your tires.

The experience of users who have averaged 6026 miles per tire on 140 tires under the hardest kind of service—without a single puncture or inner-tube replacement—warrants that guarantee.

You must gain, you must get more than your money's worth.

Can you afford to delay longer—when absolute freedom from punctures is yours?

Write today for Descriptive Booklet "L," explaining the Lee Guarantee and the unique steel-disc-in-rubber-cushion construction that makes this tire guarantee possible.

Remarkable testimonial leaflet, too, for the asking.

LEE TIRE & RUBBER COMPANY

Conshohocken, Pa.

DISTRIBUTORS: 835 Seventh Ave., New York City; 1241 Michigan Ave., Chicago; 334 N. Broad St., Philadelphia; Grand Ave. and Lindell Blvd., St. Louis; 10 Park Square, Boston; 1491 Bedford Ave., Brooklyn; 282 Halsey St., Newark, N. J.; 801 Main St., Cincinnati; 680 Woodward Ave., Detroit; 605 E St., N. W., Washington, D. C.; 622 Third Ave., South, Minneapolis; 218 Second Ave., North, Nashville, Tenn.; 1379 Broadway, Denver; 609 Cove St., Norfolk, Va.; 715 Commerce St., Fort Worth, Texas; 512 Franklin Ave., Waco, Texas; Cor. Ave. D and Travis St., San Antonio, Texas; Garden City, N. Y.

Todd Rubber Co., 76 E. Main St., Meriden, Conn.; 504 Bank St., New London, Conn.; 257 Trumbull St., Hartford, Conn.; 422 State St., New Haven, Conn.; 27 Abbott Ave., Waterbury, Conn.; Danbury, Conn.; and 32 Penn St., Pittsfield, Mass.

Pacific Coast: Chanslor & Lyon Co., San Francisco, Los Angeles, Seattle, Spokane, Fresno, Oakland, and Portland, Oregon.

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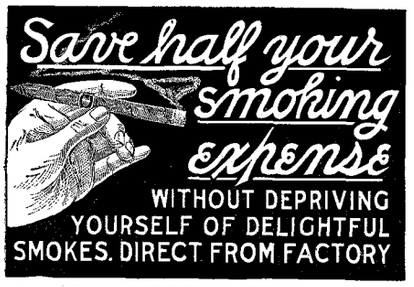

Speaking of ISEECO Wheeling Stogies, J. C. Richey, of New Castle, Ind., says: "The smokes are entirely satisfactory. I think I have found a way to reduce my cigar bills fifty per cent."

Order a box and try them out. If, after smoking enough to judge, they're not all you expected, return the remainder at our expense and your money will be refunded promptly.

Iseeco, Sr., 6 in. . . . $3.00 per hundred
Iseeco, Jr., 5 in. . . . $2.00 per hundred
Slendora XXX, 6 in. . $3.00 per hundred
Slendora XX, 6 in. . . $2.00 per hundred
Havatoba, clear Havana filler cigar, 5¼ in. panatela shape . . . . . $5.00 per hundred

If you prefer, send 20 cents and get a sample assortment in an insured postpaid package, together with a handy leatherette pocket pouch for your stogies, and interesting booklet, "A New Light on An Old Subject."

Iseeco Stogies are strictly sanitary, hand made, long filler; no paste, binders nor molds used in their making. No licking of ends nor spraying with mouth permitted in our factory.

"From the home of the stogie to the home of the smoker."

References: Any Wheeling Bank, Dun's or Bradstreet's.

ISENBERG CIGAR CO., Wheeling, W. Va.

By order of United States Government (Navy Department).

Memorial Tablets

Are being cast of bronze recovered from

Wreck of U.S.S. Maine

By Jno. Williams, Inc. Bronze Foundry, 538 West 27th St., New York

Send for illustrated book on tablets. Free.

CAN YOU OPERATE A MOTOR TRUCK?

For the manufacturer or merchant who is interested in the subject of motor commercial vehicles, we maintain a Motor Truck Inquiry Bureau.

The object of this Bureau is to give information and advice to our readers on these questions:

- Can a Motor Truck or Trucks handle my transportation?
- Can Motor Trucks move my goods at less cost than horse-drawn vehicles?
- What make of Truck is best suited to my needs?
- What capacity Trucks would be best suited to my haulage?
- What would be the approximate cost of operation?

If you will give us as complete information as possible on:

- Nature of goods hauled
- Average distance covered
- Average number of loads
- Average weight per load
- Character of roads or streets
- Total investment in horse-drawn vehicles
- And if possible give us the Average operating cost of horse vehicles

We shall be glad to advise you regarding the trucks best suited to your requirements and also put you in touch with traffic engineers who will give you accurate data on motor transportation of your goods. This service is without charge.

MOTOR TRUCK BUREAU

The Literary Digest

MOTOR-TRUCKS

(*Continued from page 336*)

railroad connection. The company does considerable business with retail grocers in the latter town. When these have their goods shipped by rail, the charge is 12 cents a 100 pounds. Added to this is the charge for teaming at both ends. More important than this cost is the delay everywhere; delay in loading and teaming, also unloading, in Springfield; delay in loading the goods into freight-cars; delay in making these cars up into a train and forwarding them."

FIVE-CENT MOTOR-BUSES

The successful operation of ten-cent motor-buses on Fifth Avenue and Riverside Drive, New York, promises soon to be followed by an invasion of five-cent buses, propelled by electricity. Three companies are seeking an opportunity to operate buses of this kind. One of these which has already applied for a franchise, has offered to put into service 1,040 buses and to operate them over twenty different routes, mainly up- and down-town, with plentiful cross-town transfer lines, including three through Central Park. These buses are of the electric-coach model and are the invention of a Swedish engineer. Successful use has already been made of them in some foreign cities. They have four motors—one for each wheel. They are put in charge of women who are called cashiers, instead of conductors. A writer in the New York *Evening Post* explains:

"Passengers enter a bus from the rear, passing the cage of the girl cashier and paying their fares, and leave by a front door, beside the driver. When either of these doors is open, the current is automatically broken, and the bus comes to a standstill. The reason for employing women instead of men as cashiers is that the officers of the company, some of whom are practical transportation men, have been persuaded by experience that women make more courteous and conscientious employees for this kind of work, and so long as the physical requirements for conductors on street-cars are eliminated, nothing could be gained by employing men. The first three girl cashiers have already been selected."

This company proposes to make an initial investment in this enterprise of about $5,000,000. That sum has already been secured. It is claimed that this type of bus does away with all danger of skidding or breakdown. In case one of the motors, or even two of them, should fail to operate, the coach can still be driven by the others.

The scheme of this company is extremely comprehensive, as the number of coaches above-mentioned indicates. The company is prepared to cover the principal thoroughfares of Manhattan from the Battery as far north as 155th Street. Cross-town lines will reach all the principal ferries. Lines will also run to railway terminals, steamship piers, etc. The idea, in fact, contemplates a regular transportation system, with transfer facilities covering the whole borough. Some years ago this type of bus was tried in Philadelphia, but it ceased to operate. The reason has been said to be successful opposition from other transportation interests.

BRAINS SPELL TRUCK SUCCESS

Under this caption an editorial writer in *The Commercial Vehicle* comments as follows on the intelligent, businesslike management of motor-trucks.

"The Chicago Public Library management has announced that one of its old air-cooled motor-trucks purchased in 1904 has already covered 108,000 miles and that it is still running on a daily schedule with practically as great regularity as any of the most up-to-date railway-trains. Personally we have followed this and other trucks operated by this management for seven or eight years, and the trucks are performing as well to-day as they did then and over practically the same routes and on the same schedules of delivery. These trucks, and there is a fleet of them, are delivering books and collecting same from the various branches of the library scattered throughout the city, their work being on the same basis as that of other Chicago motor-trucks with the exception that these library vehicles use the city boulevards, whereas all other trucks as well as horse freight-wagons are barred from the boulevards. . . . . .

"What the Chicago Public Library can do in truck operation tens of thousands of firms throughout the country can do if they only so determine. They can have their trucks work on a schedule that equals the regularity of our best railway-trains, and they can have these same trucks do their 100,000 miles or more and still be in excellent working condition. But to do it means determination, it means purpose, it means a man for the job. It does not mean putting the truck in the hands of a driver who becomes a law unto himself; it does not mean leaving the operation of the truck up to some shipping-clerk who may be here this year and gone the next; it does not mean leaving the repairing of the truck to some night garage foreman, whose interest centers entirely in his weekly pay-envelop; it does not mean the installation of a go-as-you-please system of operation; but it means real work; it means work every day in the year; it means head work; it means the exercise of gray matter; it means high-priced effort day after day and year after year. It is a long job. It is a hard job. It is not boy play but real man work. . . .

"Making motor-trucks pay is a man's job and not the occupation of a boy or a driver. Outside transportation to-day demands greater intelligence and executive ability than ever before. Do not turn this important position over to an underling, but place it under the direct supervision of one who knows, one who is capable of analyzing existing conditions and one with executive ability enough to work out and build according to the thread of endeavor as developed by the analysis.

"It is too much to expect that each individual house will be able in a few short years to work out its own solution of its transportation problems. Some will succeed; others fail. The truck-maker and dealer must cooperate. They must study the warp and woof of success as obtained by those mercantile houses that have achieved the highest attainments. The dealer must be able to suggest the rudiments of installation, garaging, and maintenance. It is not to be expected that he will work out the finer details, but he should be capable of offering the elements of system. . . . . .

"No matter how perfect the truck is mechanically, it will prove a signal failure if it is not manned by a qualified driver; if not inspected daily by a qualified repairman; and if not operated by a qualified transportation expert, who keeps its idle time down, who arranges schedules to the best advantage, and who has gray matter enough to look upon the truck not as an experimental burden but as a legitimate investment that calls for direction the same as any other department of his business."

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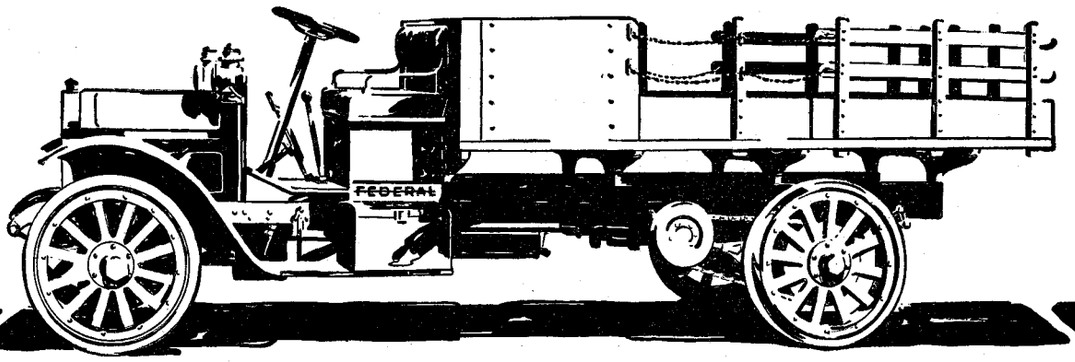

One Model, One Purpose, One Price

The

FEDERAL

Isn't it a significant fact that *the* successful truck is *the* truck of moderate price? It is The Federal.

The Federal truck has been successful because the Federal Motor Truck Company is sucessful. It is a sound, substantial organization of experienced motor engineers and representative business men. The Federal is successful because every Federal owner and every Federal dealer is satisfied. We have the report and figures to prove that.

The Federal, a 3,000 pound truck, dominant throughout the country, can be manufactured and sold for $1800:

Because the Federal was a demonstrated scientific success before it was offered for sale.

Because we make one model.

Because simplicity of construction, simplicity in the manufacture of parts, enable us to give Federal owners and Federal dealers maximum service at minimum cost to us.

Because the success of the first Federal has enormously increased Federal demand, and that enormous demand has enormously increased Federal production.

Because we buy materials in enormous quantities.

Because—and most important of all—we have specialized in one model, one purpose, one price; concentrated all our factory equipment, energy, experience, capacity and success in the 3,000 pound Federal.

That price—$1800—is the Essence of Federal Success—the Achievement of Federal Specialization.

That is the Reason the Federal is the Most Successful—and the Least Expensive.

Let us send you your copy of the Blue Book of Traffic.

Federal Motor Truck Company

Dept. K. **Detroit, Michigan**

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ELECTRONIC REPRODUCTION PROHIBITED

The Borland Electric

Father and mother, brother and sister—all take the keenest delight in the Borland. All feel the joy of possession. All know the car is really their own, for every one can drive it—it's so simple, so safe, so delightful.

To them *all*, the Borland brings the utmost of motoring pleasure. There's the trip down-town, the afternoon or evening call and the country-side jaunt, with the Borland always ready, always dependable. Room for everybody—five comfortable, luxurious seats.

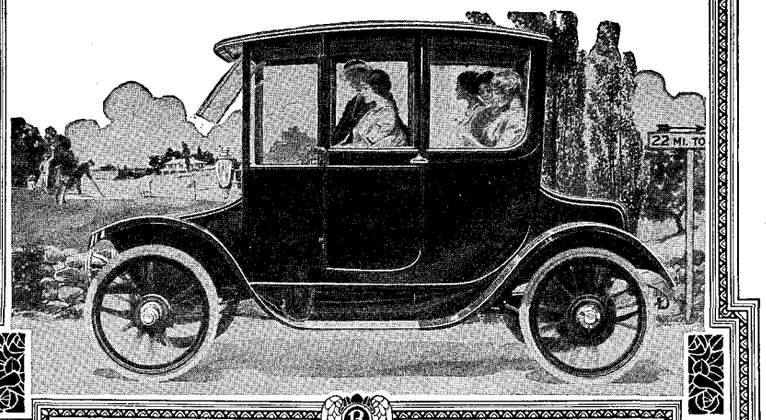
"There's no worry or anxiety when they're out in the Borland Electric."

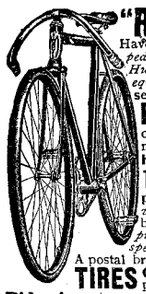
Simple, easy control from either back or forward seat; luxurious fittings; six forward and three reverse speeds, automatic cut-out disconnects power when emergency brake is applied; "Exide" batteries, standard equipment, $2900.

Send for the Borland Poster Book

The Borland-Grannis Co.

318 East Huron Street **Chicago, Illinois**





"RANGER" BICYCLES

Have *imported roller chains, sprockets* and *pedals; New Departure Coaster-Brakes* and *Hubs; Puncture Proof Tires; highest grade equipment* and many advanced features possessed by no other wheels. *Guaranteed 5 yrs.*

FACTORY PRICES direct to you are less than others ask for cheap wheels. Other reliable models from $12 up. **A few good second-hand machines $3 to $8.**

10 DAYS' FREE TRIAL We ship on approval, *freight prepaid*, anywhere in U. S., *without a cent in advance.* **DO NOT BUY** a bicycle or a pair of tires from *anyone* at *any price* until you get our big new catalog and *special prices* and *a marvelous new offer.*

A postal brings everything. *Write it now.*

TIRES Coaster Brake Rear Wheels, lamps, parts, and sundries *half usual prices.*

Rider Agents everywhere are coining money selling our bicycles, tires and sundries. **Write today.**

MEAD CYCLE CO., Dept. T-172 CHICAGO

NEED A RAINCOAT?

—A Real Raincoat—

Genuine PRIESTLY or GOODYEAR Quality

Tailored to Your Order

JUST AS YOU WOULD LIKE IT

DIRECT from MAKER to WEARER $10 to $18

No Deposit—We Prepay All Charges

If the garment is not the *very biggest* raincoat value you ever saw—or if it is not wholly satisfactory—don't pay for it. Imported samples, latest models and easy measure blank sent upon application without any obligation.

English Raincoat Tailors Co.

SUITE D, 500 FIFTH AVE., N. Y. CITY

PERSONAL GLIMPSES

"THE RED NAPOLEON"

AUGUST BEBEL, the German Social Democratic leader, was pretty generally acknowledged to be the most distinguished Socialist after Karl Marx. His death the other day was mourned by Socialists all over the world, not only because of his greatness as a party leader, but because of his extraordinary personal popularity. It is said, however, that his death will not cause any setback to the Socialist movement in Germany, as the party is well organized and has able leaders who will carry on the fight with the usual vigor. Bebel's somewhat stormy career is reviewed by the New York *Evening Post*, from which we quote:

Ferdinand August Bebel—the "Red Napoleon" he has been called—the leader of the German Socialists, was, notwithstanding the views which made him the idol of the working classes of Germany, a wealthy man. As the uncrowned head of the German Social Democracy, which is the strongest political body numerically in Europe, casting 4,250,000 votes, or enough to give it far and away the largest party representation in the Reichstag, the power he exercised for years in Germany can hardly be exaggerated. It was acknowledgedly second only to the Kaiser's.

Bebel was born in Cologne on February 22, 1840, and while a rich man at the time of his death, he began life as a carpenter and joiner in Leipsic. He was a friend and confidant of Karl Marx and Friedrich Engel. In 1867 he was elected to the North German Parliament, and four years later to the new German Reichstag. In 1872 he was accused, with his friend Liebknecht, of an attempt at high treason, and was condemned to two years' imprisonment, and to nine months for insult to the German Emperor. He was reelected, however, to the Reichstag, and maintained his place there.

At an early date Bebel's political duties left him no time to attend to his business, so he sold out in 1883, and since that time many wealthy friends who have died have left him large sums in their wills. He owned a fine villa in Zurich on the lake shore, where he spent a great part of the year. He also had a small apartment suitable for an artizan in Berlin, at 84 Haupt Strasse, and there he was accessible to every caller of whatever rank or class.

The man himself was thus described by a writer who visited him a couple of years ago in this modest apartment:

"At first sight there is nothing remarkable about Herr Bebel's appearance. He is thin and somewhat below the medium height, and is drest as neatly as any prosperous mechanic is on Sunday. His mustache and pointed beard are silvery white in color, and carefully trimmed, giving him a determined expression about the mouth. Altho seventy years old, he is remarkably lithe and active in all his movements, and appears to be in the best of health. He has a strong, prominent nose

(*Continued on page* 342)

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ELECTRONIC REPRODUCTION PROHIBITED

To Save Blow-Outs

On No-Rim-Cut Tires We Spend $1,500 Daily
No Other Tire Maker Does That

This "On-Air Cure," — done to save blow-outs — costs us $1,500 daily. And no other maker employs it.

It is one of the three features — used in No-Rim-Cut tires alone — which have saved tire users millions of dollars.

It is one of the three reasons why No-Rim-Cut tires far outsell any other.

All these tires are final-vulcanized on air bags, shaped like inner tubes. They are cured under road conditions.

Cured in this way—on elastic air — the fabric doesn't wrinkle. Every inch shares the strain.

All other tires are vulcanized on iron cores alone. The fabric often buckles. See the picture. This buckled fabric shares no strain, and that leads to countless blow-outs.

Loose Treads

Tread separation near the breaker strip is another costly ruin.

We use for this strip—at the base of the tread—a patent fabric which is woven with hundreds of quarter-inch holes. The tread rubber is forced down through these holes, forming countless rubber rivets. Then the whole tire is vulcanized en masse.

No other tire thus fastens on the tread.

No Rim-Cutting

Then rim-cutting is made impossible by a method which we control.

With clincher tires—the hooked-base tires—rim-cutting ruins almost one tire in three. This is proved by careful statistics gathered by public accountants.

We save all that ruin. And the way we control is the only satisfactory way known to do this.

No Extra Price

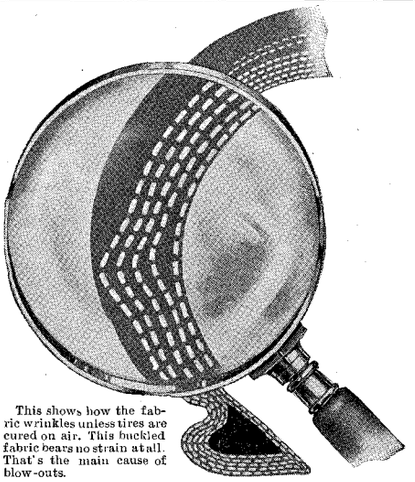
In No-Rim-Cut tires you get these three features which no other maker uses. You save blow-outs, save loose treads; and you end rim-cutting completely.

Yet these tires now, because of mammoth output, cost you no extra price. No standard tire made without these features costs less than No-Rim-Cut tires.

That is why No-Rim-Cut tires hold the leadership of Tiredom. No other tire in all the world has nearly so many users.

And you will be one of this army of users when you once make a mileage comparison.

Our dealers are everywhere.



This shows how the fabric wrinkles unless tires are cured on air. This buckled fabric bears no strain at all. That's the main cause of blow-outs.

GOODYEAR
AKRON, OHIO

No-Rim-Cut Tires

With or Without Non-Skid Treads

THE GOODYEAR TIRE & RUBBER COMPANY, AKRON, OHIO

Branches and Agencies in 103 Principal Cities **More Service Stations Than Any Other Tire**

We Have All Kinds of Rubber Tires, Tire Accessories and Repair Outfits

Main Canadian Office, Toronto, Ont. **Canadian Factory, Bowmanville, Ont.**

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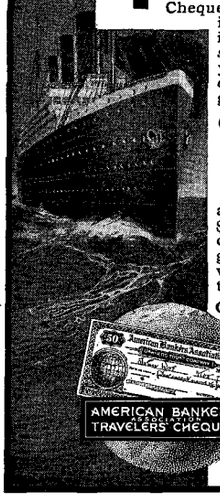
"TRAVEL MONEY"

Actual money is unsafe to carry, and you have the annoyance and expense of changing it whenever you pass from one country to another.

The safest, most convenient, most economical form of "travel money" is "A.B.A." Cheques. They are accepted in all parts of the civilized world. They are *safe to carry*, because your signature is required to make them good.

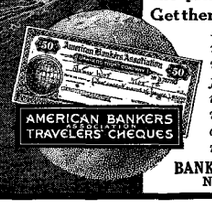


"A.B.A" Cheques

are issued in $10, $20, $50 and $100; each cheque plainly engraved with its exact value in the money of the principal nations.

Get them at your Bank.

If your bank is not yet supplied with them write for booklet and information as to where they can be obtained in your vicinity.



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New York City

A Popular new book on the Science of EUGENICS

"A popular work on Eugenics in which an appeal is made to the intelligence of ordinary men and women, rather than to the scientific student. The author says it was written in the hope it might help in the erection of 'the national standards of what parenthood and the production of offspring ought to be.' He pleads for more marriages among those biologically and morally fit for parenthood."—*New York Times.*

"A strong and earnest plea for the dignity and duty of parenthood."—Dr. H. S. Pomeroy, Boston, Mass.

The Right of the Child to Be Well Born

By GEORGE E. DAWSON, Ph.D.
Prof. of Psychology, Hartford School of Religious Pedagogy

"The reasonable tone of Dr. Dawson's presentation of his subject, and a total absence of the controversial spirit make this one of the most admirable and informative essays on Eugenics that has appeared as yet in this country."—*The New York Press.*

Cloth, 75 cents net; by mail 82 cents
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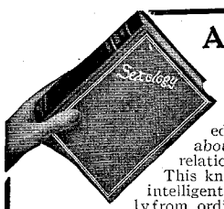

A Happy Marriage

Depends largely on a knowledge of the whole truth about self and sex and their relation to life and health. This knowledge does not come intelligently of itself, nor correctly from ordinary everyday sources.

Sexology

(*Illustrated*)

By William H. Walling, A.M., M.D., imparts in a clear, wholesome way, in one volume:

Knowledge a Young Man Should Have.
Knowledge a Young Husband Should Have.
Knowledge a Father Should Have.
Knowledge a Father Should Impart to His Son.
Medical Knowledge a Husband Should Have.
Knowledge a Young Woman Should Have.
Knowledge a Young Wife Should Have.
Knowledge a Mother Should Have.
Knowledge a Mother Should Impart to Her Daughter.
Medical Knowledge a Wife Should Have.

All in one volume. Illustrated. $2.00, postpaid.
Write for "Other People's Opinions" and Table of Contents.
Puritan Pub. Co., 777 Perry Bldg., Phila., Pa.

PERSONAL GLIMPSES

(*Continued from page* 340)

and a high forehead, but at first it is difficult to believe that this is the man whose will is law to more than three million workmen, and who is the all but absolute boss of one of the greatest political parties in Germany.

"It is strange to think that this man, who is so decidedly unobtrusive in appearance, is the most powerful enemy of the mighty Kaiser, whose martial person is the utmost expression of energy and strength. Herr Bebel's eyes are deep-set and marvelously bright and piercing. They seem to read you through and through, not unkindly, but unerringly. They are full of the fire of intelligence and energy. It is easy to imagine them blazing with almost fanatical enthusiasm, when their owner hurls one of his thundering speeches at the supporters of the German monarchy in the Reichstag, but in private conversation, at least, they are no strangers to the kindlier twinkle of humor and sarcasm."

In addition to his published writings, which are numerous, Bebel enjoyed the highest reputation as an orator. After taking Liebknecht's place at the head of the German Socialists, he successfully opposed in Socialist Congresses at Lubeck and Dresden the tendencies represented by Bernstein, which looked to practical co-operation at given points with the old Liberal parties. Of that he would have none.

For fifty years his denunciations have been unsparing. His magnetic voice and mastery of irony have time and again imprest the Reichstag at government crises. He actively opposed Bismarck's anti-socialist laws, and was often fined and arrested when they were in force. Another move which he hotly contested was the annexation of Alsace and Lorraine, which he called "Bismarck's fatal crime." Some years ago when the aged Von Bülow was stricken with apoplexy under the tongue-lashing Bebel was giving him in the Reichstag, the leader of the Socialists stood with folded arms and sneering smile as the Premier slid limply out of his chair.

A RAILROAD PRESIDENT'S "FEELER"

THE railway executive who disregards the wishes and the opinions of his traveling public is getting to be as old-fashioned as the red-flannel petticoat. He may not be totally extinct, but his type is rapidly being relegated to the place where good old wagons go when they break down. The wide-awake railroad president or general manager knows it is poor policy to allow his company to get on bad terms with the people who pay in the wherewithal, and he never neglects an opportunity to find out what his patrons think of the accommodations he is giving them. One railway head recently hired a young man to do nothing but find out what the patrons are thinking about the service and to report to the main office of the company cases of negligence on the part of employees. The man in the new position is to the railway executive what "whiskers" are to the cat tribe. He is a feeler who warns when there is danger of getting "in bad" with the public. We read about his duties in *The Railway Age Gazette:*

His instructions are to ride up and down the railroad wherever he pleases, get on and off trains wherever fancy suggests, but to keep his eyes open and report to the president by letter whenever he observes anything in connection with the operation of the road which, from the standpoint of the traveling public, seems inexplicable or wrong. If he hears criticisms of the dining-car service, or notices dirty, poorly kept stations, or receives discourteous treatment from employees, or observes any of the little things incident to a railway journey that so often leaves the traveler with a feeling of resentment, he is to sit down and write the president a letter about it. Likewise, if he receives unusually courteous treatment, or notices instances of conspicuously good service, he is likewise to write the president a letter. Every railway, of course, receives reports from its own officers and employees on such matters, as well as many criticisms from patrons. But railway men do not always view such things from the standpoint of the public, while many of the complaints received are written by habitual kickers, who frequently blame the railway for the results of their own negligence, or fail to appreciate the conditions, thus making their statements useless without an independent and often futile post-mortem investigation. The young college man, in his personification of the general public, will, in the circumstances, hardly start out in a captious spirit, or with any preconceived prejudice against the road, and while probably unsophisticated as to the technicalities of railroading, he will naturally be sufficiently imprest with a sense of responsibility to refrain from making criticisms without having been careful to ascertain the facts and conditions. If he is at all observing, the information he will collect will yield a handsome return on the investment involved.

Valor of Ignorance.—Mr. Snibbles got out of bed and slipt on his shoes.

"This must stop," he muttered irritably to his wife. "I'm going down-stairs to teach that young man to keep away from my house in the future."

"John," cried his wife, "stop! Don't go——"

But before she could say more he had slipt out of the door. She heard him steal down-stairs to the drawing-room; she heard sounds of a struggle and of the breaking of glass; she heard him drag his adversary to the hall and kick him down the front steps. Then when he returned she flung herself upon him and clung to him admiringly.

"What's the matter?" he demanded.

"Don't you know?" she answered. "That was a burglar!"

"Great Scott!" he gasped, turning pale. "Why didn't you tell me before? I thought it was Ethel's sweetheart."—*Harper's Magazine.*

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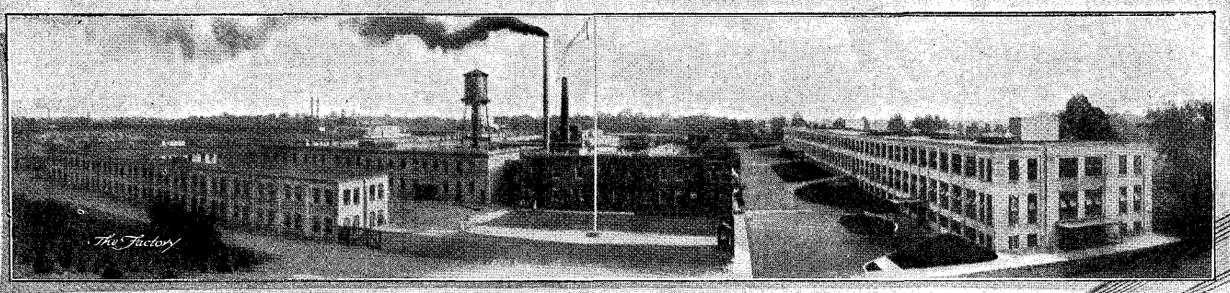
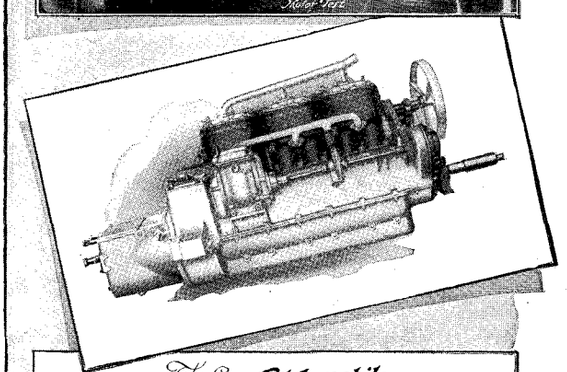


Established 1880 Incorporated 1899

OLDS MOTOR WORKS

Lansing, Michigan.



Oldsmobile 1914

OUR entire sales organization, engineering department and factory managers believe the 1914 Oldsmobile to be the greatest six-cylinder motor car ever produced, and insist upon advertising it as such—there is no other expression which so adequately and truthfully describes the new 1914 Oldsmobile Model 54.

While this new model was not given any extensive publicity until August 1st, the inquiries already received indicate an interest among dealers and prospective owners which has never been quite so keen over any other model in the history of Olds Motor Works.

The facilities for manufacturing this wonderful car are the outgrowth of an experience in the production of gasoline motors which dates from 1880.

One standard which has been maintained through all the years, without a single deviation, is the Oldsmobile standard of quality and finish. This is at once apparent to the casual observer, and is a source of continual satisfaction to owners.

An infinite capacity for taking pains is the distinction between the manufacture of a good car and an inferior one; even though the specifications may read alike in type, hard usage uncovers the difference in actuality.

It is a safe prediction that there will be more Oldsmobile Sixes sold in 1914 than any other car in its class. The reason lies in the Oldsmobile traditions for quality, stability, and power—brought to the point of perfection in the Model 54.

The Car Oldsmobile 1914

Four- or Five-Passenger Phaeton, Touring Body Type, $2975. Seven-Passenger Touring Body, $175 Extra. Limousine, $4300

Equipment 1914 Oldsmobile, Model 54.—Combination electric and oil side and tail lamps, special Oldsmobile design. Special design Oldsmobile electric head lamps. Special design three-way adjustable ventilating windshield. Top, boot, and patented adjustable side curtains. 60 miles speedometer. Adjustable stem setting and winding Waltham clock. Rear tire irons, capacity for two tires. Demountable rims, one extra. Imported horse-hair tonneau mat. Noil motor-driven air pump. Famous Delco starting, lighting and ignition system. Electric light in tonneau. Extension electric trouble lamp. Tools, jack. Patented bow separating top holders. Adjustable auxiliary seats in seven-passenger. (Extra at additional cost, wire wheels; special Oldsmobile touring trunk.) Motor: 50 horsepower, six cylinders, unit power plant, three point suspension. Bore 4¼, stroke 5¼. Extreme length of four and five-passenger models, 16 feet. Extreme length of seven-passenger, 17 feet. Springs front, semi-elliptic. Springs rear, ¾ elliptic. Tires, 36 x 5 both front and rear. Gabriel snubbers (rear).

Four- or Five-Passenger Phaeton, Touring Body Type, $2975. Seven-Passenger Touring Body, $175 Extra. Limousine, $4300

OLDS MOTOR WORKS, Lansing, Mich.

The 1914 Oldsmobile can be seen at any of our factory branches, located in all principal cities, and dealers from coast to coast. Catalog sent on request.

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KNOX FALL HATS

are now on sale at agencies in every important city in the world.

Catalogue on application.

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THE GREATEST DETECTIVE SINCE SHERLOCK HOLMES

CLEEK

The Man of the Forty Faces

By T. W. HANSHEW

The dramatic adventures of a remarkable detective genius. "The crimes are all properly baffling and the solution of them capitally worked out by Cleek, with the result that this is the best book of criminal fiction in recent years.—*N. Y. Press.*

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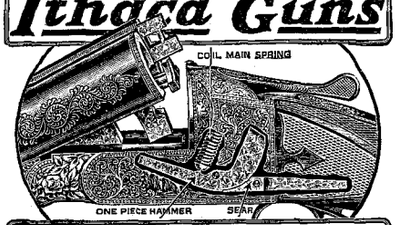
Ithaca Guns



The U. S. Government buys Ithaca Guns for Navy Officers—Uncle Sam always buys the best. Locks simple, hammer one piece, coil main spring guaranteed forever. Cornell University timed our lock. Hammer falls in 1/200 of a second—will increase your score. *Beautiful catalogue* FREE—describes 18 grades—$17.75 up. Five bores—28, 20, 16, 12 and 10. Send us this adv. with 15c. and get beautiful hanger—regular price 25c.

ITHACA GUN CO. DEPT. H. ITHACA, N. Y.

THE SPICE OF LIFE

Helping Him.—He (facetiously)—"It's too hot to propose."

SHE—"Not to propose an ice-cream or an automobile ride."—*Boston Transcript.*

No Offense Meant.—STUDE—"I wonder what makes my hair so thick?"

BARBER—"Perhaps it's this going around with your head so much."—*Cornell Widow.*

No Wonder!—"What made the canoe tip over?"

"Cholly carelessly placed his pipe in one side of his mouth."—*Louisville Courier-Journal.*

Well Supplied.—ANXIOUS MISTRESS—"Jane, have you given the fish any fresh water lately?"

JANE—"No, mum. They haven't drank the water I gave them last month yet."—*Puck.*

Business Tip.—RAGMAN—"Any old bottles to-day, mum?"

WOMAN—"No, but you might try Mr. Soakem's next door; his wife's coming back from the seashore to-morrow."—*Boston Transcript.*

Outclassed.—"Did she come to the door when you serenaded her with your mandolin?"

"No; but another fellow came along and brought her out with an auto-horn."—*Louisville Courier-Journal.*

Its Deepest Meaning.—"What does autosuggestion mean?" asked Binks.

"That's when your wife begins to figure out how much you would save in car fare if you had your own machine," replied Jinks.—*Cincinnati Enquirer.*

The Easier Way.—"How did Calkins get the right to stick that 'Hon.' in front of his name? He never was in Congress, was he?"

"No," but he once impersonated a member of Congress over the telephone."—*Buffalo Express.*

Will Resume.—MRS. NEWROCKS—"Dear me. We must leave Paris to-morrow, and we are only up to page nineteen of the guide-book."

MR. NEWROCKS—"Mark the place, and we'll come back next year, and begin at page 20."—*Puck.*

"Hoss" Sense.—A traveler in Indiana noticed that a farmer was having trouble with his horse. It would start, go slowly for a short distance, and then stop again. Thereupon, the farmer would have great difficulty in getting it started. Finally, the traveler approached and asked solicitously:

"Is your horse sick?"

"Not that I know of."

"Is he balky?"

"No, but he is so danged 'fraid I'll say whoa and he won't hear me that he stops every once in a while to listen."—*Saxby's Magazine.*

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What Users Say About Woodworth Treads

Time savers for a Doctor

I have travelled at all times of day and night, over indescribable roads, and have changed tires just twice this year while on the road. I tell my friends who complain of tire troubles, "Get Woodworth Treads and forget it."

H. M. FRYER, M.D., Riverside, Wash.

"No punctures—always on the go"

I bought two Woodworth Treads from you in 1911, and have run over 8000 miles with them, and they are good yet. I have been running all the year round with the same tires since I put on the Treads, and the tires are just as good as new. No punctures, always on the go with the Woodworth Treads.

PETER KOOPMANN, Fulda, Minn.

Three years—tires still good

I have used one set of your Treads on my auto, and have run them about 5500 miles, with excellent results. I have never had a single puncture in the 5500 miles use. I have had them on my car for three years; I have used them all the time, summer and winter, and the tires are just as good as new as far as being worn is concerned.

CHAS. H. FARIS, Lerna, Ill.

On the Rocky Mountain trails

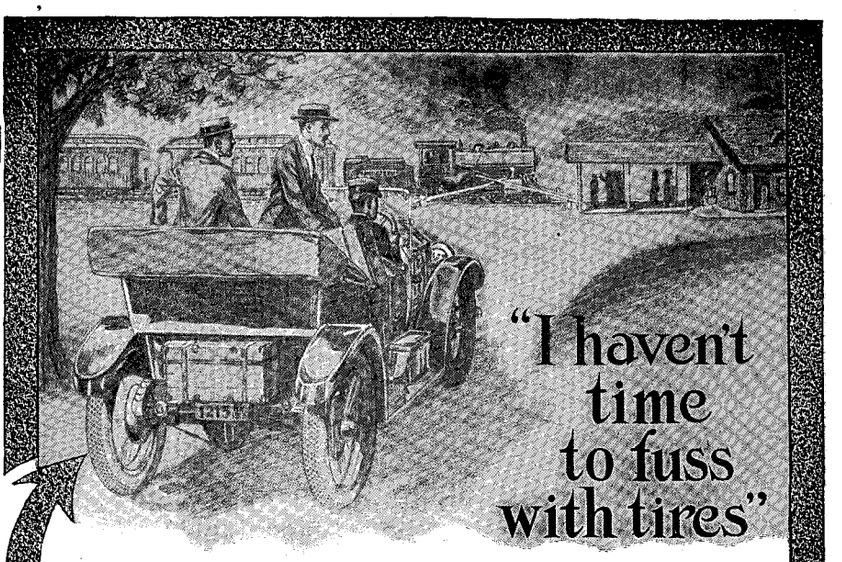
This is the fifth full set of treads I have bought. I have never had a puncture. I have the same casings and the same inner tubes that I got with my car. I have run a little over 13,000 miles over very bad roads, which speaks pretty well for the treads.

CLAYTON RICH, Hebron, Colo.

Saving old tires

Last July you sent me a pair of shoes for 32 x 3½ tires, for a doctor. They were put on old tires that were about worn out. He has run them fully 6000 miles on the same old tires, and bought a new set.

A. C. RICE, Worcester, Mass.



"I haven't time to fuss with tires"

Suppose you *never* had a puncture—*never* had a tire give out prematurely from fabric decay—*never* had to potter with a home vulcanizer or send a tire for repair. Suppose you could just depend on the tires always being ready and never mulcting your pocketbook for neglect! Wouldn't you use your car more than you do now? Couldn't you *afford* to do so?

But you must use pneumatics; and you can't just cover them with anything handy. Tire protectors, like tires, have their natural laws.

The Natural Laws of Tire Protectors

(1) *They must fit tightly.* Loose covers would chafe and damage the tires, just as loose shoes chafe your feet and wear holes in your stockings

(2) *They must be flexible.* Untreated chrome leather would gradually fill with dirt and grow stiff.

Leather and fabric cannot help stretching, even when labeled "tire protector." How then shall looseness and chafing be avoided?

Woodworth Treads

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Their Job.—WILLIE—"Paw, what is a jury?"

PAW—"A body of men organized to find out who has the best lawyer, my son."—*Cincinnati Enquirer.*

Putting it Clearly.—"Rastus, what's a alibi?"

"Dat's provin' dat yoh was at a prayer-meetin' whar yoh wasn't, in order to show dat yoh wasn't at de crap-game whar yoh was."—*Life.*

More Interesting.—"I see that the new British ambassador's name is Spring-Rice," said Bildad.

"Well, what of it?" growled old Money-bags. "What interests me is September wheat."—*Judge.*

Sleuthing.—"I asked her if her husband smoked," said the woman with an inquiring mind; "and what do you think! She said she didn't know!"

"I don't see what difference it makes to you."

"Oh, I don't care whether he smokes. I wanted to find out if he kisses her."—*Washington Star.*

A Humane Mayor.—The mayor of a little commune in the Pyrenees has just issued the following decree: "Whereas the young people of the commune are wont to meet and dance every Sunday after mass, and the noise they make frightens the cocks, hens, and other animals of the village, and whereas the result is prejudicial to agriculture; we hereby prohibit dancing within the bounds of the commune during the hours in which the domestic animals take their repose."—*Westminster Gazette.*

A Boy with a Future.—"Ma," exclaimed young Teddy, bursting into the house, "Mrs. Johnson said she would give me a penny if I told her what you said about her."

"I never heard of such a thing!" said his mother indignantly. "You're a very good boy not to have told! I wouldn't have her think I even mentioned her. Here's an apple, sonny, for being such a wise little lad."

"I should think I am, ma! When she showed me the penny I told her that what you said was something awful and worth sixpence at least!"—*Answers.*

Preferred the Bear.—A gentleman from the North was enjoying the excitement of a bear hunt down in Mississippi. The bear was surrounded in a small cane thicket. The dogs could not get the bear out, and the planter who was at the head of the hunt called to one of the negroes.

"Sam, go in there and get that bear out."

The negro hesitated for a moment and then plunged into the cane. A few moments later the negro, the bear, and the dogs were rolling upon the ground outside. After the hunt was over the visitor said to the negro:

"Were you not afraid to go into that thicket with that bear?"

"Cap'n," replied the negro, "it was jest dis way: I neber had met dat b'ar, but I was pussonally 'quainted wid de old boss, so I jest naturally took dat b'ar."—*Montreal Herald.*

CURRENT EVENTS

Foreign

August 14.—England refuses to release China from her obligation to buy more opium from India.

August 16.—Germany decides not to participate in the Panama-Pacific Exposition at San Francisco.

A Caracas dispatch says the Castro rebellion has been checked.

August 17.—Twenty thousand Socialists, including representatives of the party from most of the countries of the world, attend the funeral of August Bebel, the German Socialist leader, at Zurich.

August 18.—Venezuelan Government troops capture Coro, the stronghold of the Castro rebels, after a fierce battle.

The 83d birthday of Emperor Franz Josef is celebrated with festivity throughout Austria and Hungary.

August 19.—Nearly 200 persons are killed or injured in Mexico City when a carload of dynamite explodes following a collision with a telegraph pole.

The Kongkong agents of the Krupp Company obtain concession for a 250-mile railway in Yunan, China, a monopoly for 20 years on Government contracts for arms and ammunition, and extensive mining privileges.

August 20.—The Twentieth Universal Peace Congress at The Hague adopts a resolution recommending that the Panama Canal tolls controversy between Great Britain and the United States be referred to The Hague Court of Arbitration.

A Milan dispatch says Mt. Numzkum, a Himalayan peak 22,000 feet high, has been scaled for the first time by Dr. Mario Piacenza, an Italian Alpinist.

Domestic

WASHINGTON

August 14.—President Wilson instructs Ambassador Page to express regret to Great Britain for Ambassador Wilson's statements on the Mexican situation.

August 16.—The Department of Agriculture reports that the decrease in the number of cattle in the United States since 1907 has been 16,000,000.

August 19.—Amendments to the original Democratic free-sugar schedule of the Tariff Bill are defeated in the Senate.

August 20.—Postmaster-General Burleson orders the sale of one-cent parcel-post stamps discontinued because they resemble two-cent stamps, and the Government is cheated by persons using them on first-class mail.

Representative Francis Burton Harrison, of New York City, is nominated by President Wilson to be Governor of the Philippines.

GENERAL

August 14.—The San Francisco *Call* is purchased of W. W. Chapin by M. H. De Young, owner of the San Francisco *Chronicle*, and will be discontinued.

In response to a call by Governor Majors, about fifty thousand men volunteer to work two days on the country roads of Missouri.

August 15.—The Federal Government abandons its suit in the District Court at New York for the dissolution of the Periodical Clearing House under the Sherman Antitrust Law.

August 16.—A serious drought in parts of Missouri, Kansas, and Oklahoma is partially broken by light rains. Thirteen days of excessive heat is said to have damaged crops to the extent of many millions.

August 17.—Thirty-two persons are drowned when the steamer *State of California* sinks off the Alaskan coast.

Cautious.—A negro woman in Savannah was preparing to get married. For four weeks before the ceremony she saved her wages and immediately after the wedding she hunted up her mistress and asked her to take charge of the fund.

"I'll take it, of course," said the puzzled woman, "but, Mandy, won't you need money to spend on your honeymoon?"

"Miss May," said the bride, "does you think I'se goin' to trust myself wid a strange niggah an' all dat money on me?"—*Jones's Magazine.*

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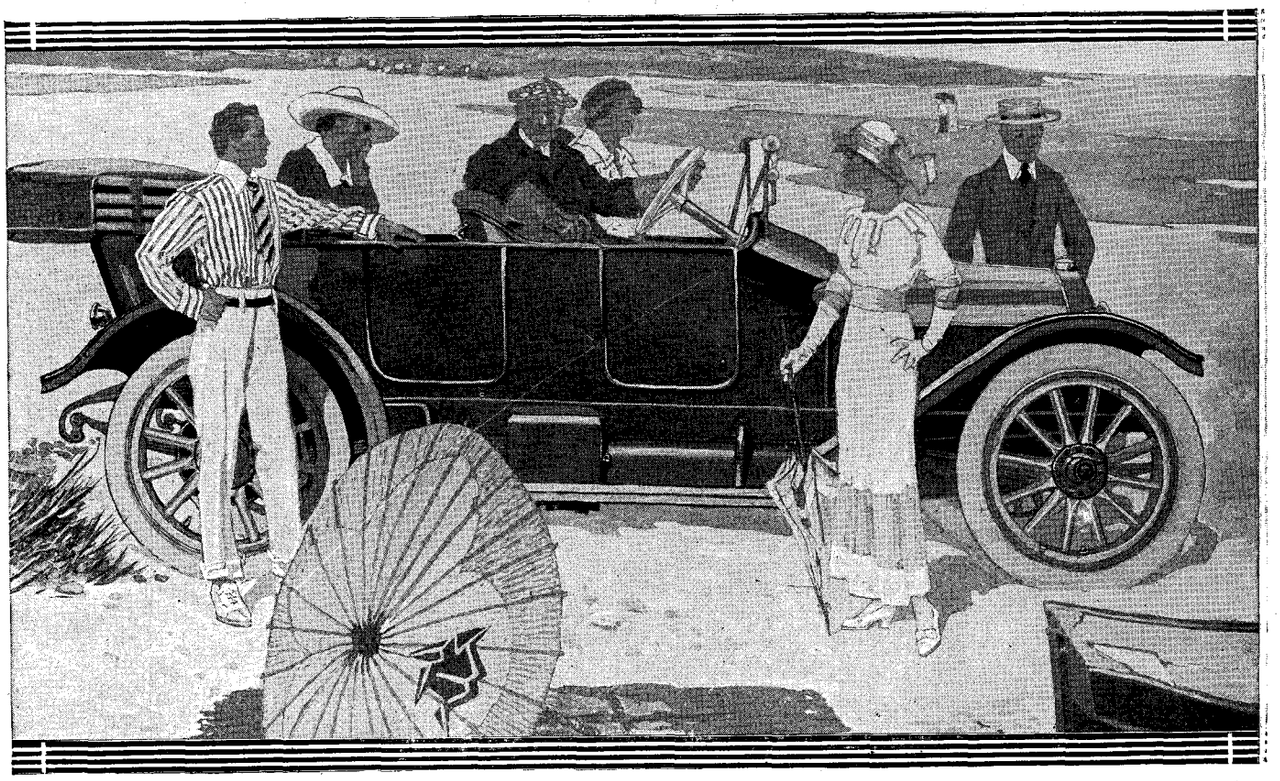

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THE LEXICOGRAPHER'S EASY CHAIR

In this column, to decide questions concerning the correct use of words, the Funk & Wagnalls Standard Dictionary is consulted as arbiter.

Readers will please bear in mind that no notice will be taken of anonymous communications.

"H. B. A.," Ft. Lupton, Colo.—"Is the following use of *every place* correct? 'I have searched *every place* for it.' Is not *everywhere* better? Is it ever correct to use *every place* without a preposition?"

One meaning of the word *search* is "to explore thoroughly"; as, "to search the premises." In this sense one may say "search the place," "search every place." But here *place* has a somewhat more concrete application than in the sentence you quote. Your sentence should run: "I have searched for it *in* every place (searched *everywhere*)." It would not be correct to use *every place* without a preposition in such a sentence as "You meet them *every place*" Say, "*in* every place" or "everywhere."

"C. E. P.," Prescott, Ariz.—(1) "Kindly indicate the proper plurals of the words *dozen* and *pair*. Should one say 'two dozen of eggs' or 'two dozens of eggs'; 'two pair of stockings' or 'two pairs of stockings'? (2) In the word *houses* (plural of *house*) should the first 's' be given the sound of 's' or 'z'? Is there any dictionary that gives authoritative decisions on points like the above?"

(1) In its section on Faulty Diction (p. 2372 of the 1911 edition), under the term *plurals*, the STANDARD DICTIONARY says: "Certain words denoting a quantity, measure, weight, or the like, are used in the singular after a numerical adjective; as, *brace, couple, dozen, grass, head, pair, score, yoke*. We say, 'three *dozen* eggs'; 'twenty *head* of cattle'; 'five *yoke* of oxen.' The number of words so used is much less than formerly, and tends to diminish; three *pairs* of shoes would by many persons be preferred to three *pair*." (2) Both *s*'s in *houses* are pronounced with the sound of *z*. The STANDARD DICTIONARY gives this information.

"E. P.," Surrey, Cal.—"Kindly inform me who *Queen Mab* is, and in what literary production she figures."

Queen Mab is best known to English readers from Mercutio's speech in Act I, Scene iv, of Shakespeare's "Romeo and Juliet." That speech tells who she is: "she is the fairies' midwife." Shelley, in his poem "Queen Mab," assigns her a wider sphere.

"G. W. J.," McAlpin, W. Va.—"Kindly tell me if the following sentences are correct: 'We are *getting* company for dinner on Sunday'; 'I don't have enough butter for breakfast.'"

Your first sentence is not correct; *getting* is not thus used. One should say, "We are *to have* company at dinner," or "we shall have." In your second sentence, it would be better to say "haven't" instead of "don't have." "We don't have" is not incorrect in "We don't have cream with our coffee"—that is, it is our custom not to have cream. But if on a given day we should be without cream, we should say, "we *haven't* cream with (or *for*) our coffee to-day." "In our boarding school the food is good, but we *don't have* butter enough" (the customary thing not to have enough); but "we *haven't* butter enough (for a given occasion)."

"H. A. S.," Mayburg, Pa.—"(1) Are both 'resawed' and 'resawn' correct for the perfect participle of 'resaw'? (2) Is the sentence, 'We can not fill your order for the reason that we do not carry that grade of goods in stock,' good English, and is it correctly punctuated? (3) Is it correct to begin a sentence with the word 'also'? Should the word be separated from the rest of the sentence by a comma?"

(1) Both *sawed* and *sawn* are in use as the past participle of the verb *to saw*. (2) The sentence is correct; but it would be better to say *because* instead of *for the reason that*. A simpler expression, if otherwise adequate, is always a better expression. (3) It is not commendable to begin a sentence with *also;* a better position can be found for the word—a position which will make its application more clear and effective.

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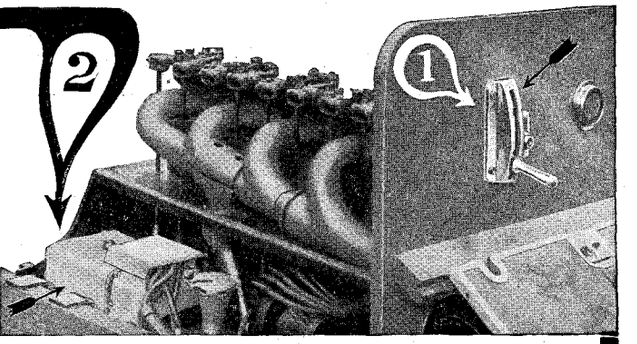
KICK the Switch On and Leave It On



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No Plug. No battery or magneto switch to bother with. Just *one* control. The Dyneto-Entz spins the engine. She can't help starting every time. And she never stops till you throw switch off. When the engine speeds up, the Dyneto-Entz turns from a motor into a generator and recharges the storage battery. When the engine speed drops to a point where it is liable to stall, the Dyneto-Entz turns from a generator into a motor and *absolutely prevents stalling*. This change takes place without any action on the part of the driver as long as the switch is left on.

Dyneto-Entz

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The Dyneto-Entz is a generator and a motor combined in one motor-generator with but one moving part—the armature of special design, moving in a magnetic field so designed that no possible damage can be done to either starter or battery no matter how fast the engine is running.

Most self-starting and lighting systems consist of a separate motor and a separate generator with necessary extra wiring and controls.

Single Control

The Dyneto-Entz requires only one control, the knife switch at the dash; —no ammeters, voltmeters, solenoids, gears, extra coils or controls of any kind.

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The storage battery is of high efficiency that cannot be injured by over-charging. It may be charged continually when the motor is running.

There is ample power in this storage battery to operate all lights and starter at the same time. This battery will carry full lamp load 35 hours; side and tail lights alone 100 hours.

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The Dyneto-Entz Lighting System is as simple as the starter. It is entirely independent. The lights are operated by button switches on the heel board of the driver's seat. Simple, small size wiring.

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Think what the simplicity of the Dyneto-Entz System will mean to you on your car. Never a stalled engine, never a weak light, never any heart-breaking work at the crank. The cost of maintenance is practically nil.

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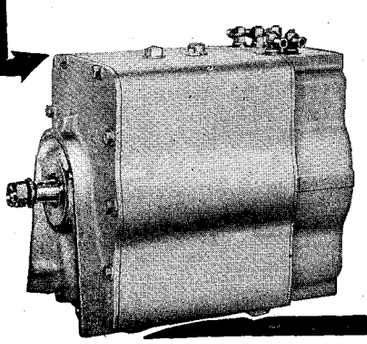

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INVESTMENTS AND FINANCE

PUBLIC-SERVICE BONDS

IN the judgment of H. Prentiss Taylor public-service bonds are growing in prestige beyond any others. He writes at length of them in *Investments*. These bonds, he says, "are to-day enjoying marked favor among judicious investors." A careful study of fluctuations for various classes of securities during recent years discloses abundant grounds for partiality toward them. While wise discrimination is necessary when buying, experience shows that they give greater promise of satisfactory yield and a favorable market than do bonds of railroads or industrial corporations.

All things considered, Mr. Taylor finds that even municipal bonds have not proved as generally satisfactory as public utilities. In fact, in their power to resist a general downward tendency, they "have almost seemed to be in a class by themselves." Statistics show that, while twenty-five standard railroad bonds went down an average of 5.1 points in the year ending May 1, 1913, the average decline in twenty-six public utility bonds in the same period was only 1.54 points. When railroad and industrial stocks are considered, the declines are found to have been even greater. Hence the showing is still more favorable to utility bonds. Twenty-one standard railroad stocks in the same year declined an average of 13.75 points, while twenty-seven industrial stocks declined an average of 17.18. Public-service stocks also stood up better than railway stocks or bonds, or industrial stocks or bonds. The average decline of twenty-two such stocks was only 2.72 points.

There are several reasons for stability in public-service bonds. In times of depression, the business of railroads and industrial corporations falls off, but there is just about the same amount of gas, electricity, and water consumed then as in good times, and almost as many people ride on trolley-cars. These bonds, therefore, suffer less from periodical reactions in trade than almost any other class of securities. Another point to keep in mind is that, in various States of the Union, public-service commissions carefully watch and regulate utility companies. Many commissions have come to recognize and enforce as a principle the contention that rates for gas, water, and trolley-rides, must not be below the point where a reasonable profit can be secured for capital. Commissions protect investors in another and perhaps more important way by supervising issues of new stocks, and thus prohibiting absolutely the old-time watering processes.

THE PARTNERS AND THE CREDITORS OF CORPORATIONS

The disproportionate relation of bonded indebtedness to capital stock in the St. Louis & San Francisco Railway, which recently passed into the hands of receivers, has been widely commented on as a fundamental source of the road's difficulties. The bonds of this company represented 81 per cent. of the capital; the stock represented only 19 per cent. Had the bonds represented not more than one-half and the stock the other half, a receivership might have been averted, provided the stock had been paying dividends. Once a road defaults on interest, there is nothing left but a resort to the protection of the courts. Dividends, on the other hand, may or may not be paid, according to the will of the boards of directors. Interest, however, must be paid, provided solvency is to continue. As bearing on this question, the *Odd Lot Review* has compiled a little table showing for several railroads the proportion of bondholders (who are the creditors of a road) to the stockholders (who are partners in its ownership); bonds represent debt and stocks equity. Following is the list:

	Bonds	Stocks
Pennsylvania R. R.	30%	70%
Norfolk & Western	47	53
Kansas City Southern	47	53
Chicago & Northwestern	54	46
Southern Railway	54	46
Erie R. R.	54	46
Great Northern	55	45
Atchison, Topeka & Santa Fé	55	45
Chicago, M. & St. Paul	57	43
St. Louis Southwestern	59	41
Missouri, Kansas & Texas	59	41
Baltimore & Ohio	61	39
Missouri Pacific	62	38
Chicago & Alton	66	34
Rock Island	67*	33†
St. Louis & San Francisco	81	19

* Chicago, Rock Island & Pacific Railway bonds.
† Rock Island Co. stock.

It will be seen from this table that the Pennsylvania has the smallest percentage of bonds and the St. Louis & San Francisco the largest. Norfolk & Western and Kansas City Southern rank next as having the smallest percentage of bonds. The Pennsylvania has long been exceptional among roads for its ability to raise money by selling stock to its stockholders. Had it been burdened with a high percentage of bonded debt (that is, with heavy obligations to creditors) it could not have done this.

EXAGGERATED FORTUNES

The appraisal for the inheritance tax early this summer of the estate of D. O. Mills, placing it at $36,000,000, once more called attention to the exaggeration which commonly attends statements made as to the extent of men's fortunes at the time of their death. When Mr. Mills died the amount of his estate was generally estimated at much more than that; some of the estimates made it twice as much. Another recent case of exaggeration was the estate of Edwin Hawley, who, according to popular belief and some newspaper statements, left a fortune of from fifty to sixty million dollars. *The Wall Street Journal*, commenting on the matter, says that when "subjected to the acid test of the appraisers," Mr. Hawley's estate was found to be less than $3,000,000. So again, when James R. Keene died, his fortune was sometimes placed as high as $15,000,000. An authoritative estimate has since given as the correct figures less than $5,000,000. John W. Gates, king of plungers and chief of spectacular operators, was said to have left $40,000,000. The writer in *The Wall*

(*Continued on page* 352)

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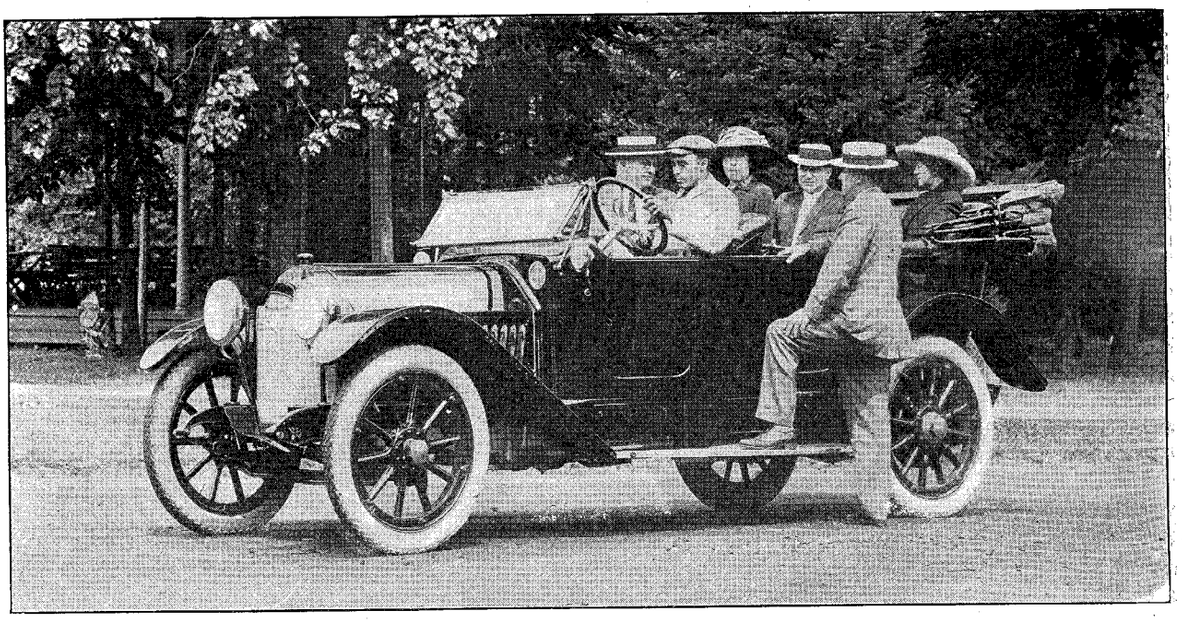

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Herewith are some of the things we **USE** and **DON'T USE** which have made and maintained **ABBOTT-DETROIT** reputation.

WE USE

1—**CONTINENTAL STANDARD MOTORS,** to insure power, flexibility, quiet and freedom from engine troubles.
2—**MULTIPLE DISC DRY PLATE CLUTCH,** to save strain on gears and car and make driving more pleasant for the passengers.
3—**Warner Gear Company's Transmission,** because made by high grade gear specialists from **chrome nickel steel,** thoroughly **heat treated** and mounted on **Timken** Long Series **Roller Bearings.**
4—A **drop forged** front **axle** with thoroughly **heat treated spindles** and steering connections mounted on **Timken** Long Series **Roller Bearings** to insure against breakage, when put to the test.
5—A **full floating** flange driven **rear axle,** with **alloy steel, heat treated** drive bars and gears mounted on **Timken** Long Series **Roller Bearings** and **imported Schafer annular bearings,** because they lack friction, are extra strong, very quiet and accessible for adjustment.
6—**Large equalized brakes,** both internal expanding and external contracting, insuring perfect safety when driving in hilly sections, preventing impending collision and lessening greatly the danger of skidding.
7—**Independent dual magneto ignition** to **insure** most **power** and **speed** as well as greatest **freedom from ignition troubles.**
8—An **extra size and quality** of **selected hickory wheel** with bossed spokes in the rear, and varnish finish in natural wood so you may see the real quality that you are getting.

WE DON'T USE

1—**Cheaper** or especially designed **motors** with **smaller bearings,** crank shaft, etc., because they are less satisfactory.
2—A **cone clutch,** even though much less expensive for us to buy, because **it grabs, strains** the balance of the **machinery** and **jerks** the **occupants** of the car.
3—**Carbon steel** gears **not heat treated** and mounted on low priced bearings, because **they chip, strip** and are costly to maintain if put to severe service.
4—An **ordinary** forged or tubular **axle** with **common spindles,** etc., mounted on **cup** and **cone** or **cheaper roller bearings,** because they are too expensive to maintain, besides being unsafe.
5—A **live or** so called **semi** or **half floating rear axle** and **cheaper bearings,** because **they cut down** motor **power** and do not and **cannot give satisfaction** under hard service.
6—**Narrow brake bands** on **small drums, cheap** brake **linings** or **unequalized** brake **assembly,** because they are neither safe nor satisfactory.
7—**Battery ignition** from the electric lighting battery, because while very much cheaper to install, it nevertheless is **less efficient** and **satisfactory** and goes back to ten years ago.
8—**Light** types of **wheels** of **second grade stock** with painted finish, giving less service and making it impossible to determine the quality.

We could continue on through radiator, electric lighting and starting systems, steering gears, universal joints, etc., etc., but the story would be too long.

See our dealer. Get a demonstration and ask any one of our several thousand satisfied users (we will furnish a list), and you will not be satisfied with anything less than an **ABBOTT-DETROIT.**

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INVESTMENTS AND FINANCE

(*Continued from page 350*)

Street Journal understands that this estate has shrunk three-fourths.

It remains to be added that these exaggerations would not have been so great if the owners of the estates had died in boom periods. Mills, Hawley, Keene, and Gates, all died since the panic of 1907. Had they died in 1906, their fortunes, while not equal to the newspaper estimates, would certainly have been very much greater than they are at present prices for securities. "With prices down fifty to one hundred points from the high of 1906," says this writer, "some of the richest men in the world, including New York multi-millionaires whose names are constantly on the public's tongue, find that to-day they are worth not much over half what they were in the year of the Harriman boom."

HEAVY TRANSATLANTIC TRAVEL

The east-bound first-class travel to Europe this season has been notably large since May. After the panic of 1907 there was a sharp drop in the movement, and this, in spite of the cut rates which prevailed in that year. For example, one could go to Europe in that year on the *Adriatic* for $50. It appears that the present year "bids fair to compare most favorably with the record exodus of 1906." So says a writer in *The Wall Street Journal*, who gives the following statistics:

"From January 1 to July 5, inclusive, the transatlantic steamship companies carried 36,013 first-class passengers, the largest in that period since 1907. At the present rate of increase the total shortly bids fair to pass the 40,000 mark. The second-class west-bound movement shows even a greater ratio of increase.

"That steamship companies are quite satisfied with the 1913 tourist movement is evidenced from the following official figures showing the steady growth in east-bound and west-bound first- and second-class movement from January 1 to July 5, since 1908:

	East-bound		West-bound	
	1st Class	2d Class	1st Class	2d Class
1913...	66,394	78,407	36,013	155,022
1912...	64,604	69,499	34,505	127,641
1911...	67,739	73,474	33,982	125,397
1910...	74,978	69,295	34,831	120,035
1909...	65,014	59,187	32,658	95,949
1908...	61,124	65,354	30,332	68,965

"That the foreign laboring element find business conditions in this country good, and chances for employment many, is evidenced by immigration figures and the light outward flow of travel. From January 1 to July 5, inclusive, 733,512 third-class passengers arrived in United States ports, the largest for any corresponding period since the boom days of 1907.

"On the other hand, third-class emigration from January 1 to July 5, at 189,279, was the smallest since 1910, when the total was 155,378. The east- and west-bound alien movement from January 1 to July 5, inclusive, compares for a series of years:

	East-bound	West-bound
1913.....	189,279	733,512
1912.....	197,401	539,268
1911.....	218,071	454,982
1910.....	155,378	647,880
1909.....	133,682	567,730
1908.....	405,723	200,314
Total.....	1,299,534	3,143,686

"From May 31 to July 5, 39,657 third-class passengers landed in this country, as compared with 17,913 during the same period in 1912. Since July 1, 23,542 third-class passengers have come to this country."

PROSPERITY IN ARGENTINA

C. T. Mason, writing in *Hardware Age*, cites the action of the Chicago Association of Commerce in having established a permanent office in Buenos Aires, as notable evidence of the tremendous growth in business now going on in the Argentina. This Chicago Association represents about 4,000 business houses, who have been imprest with the belief that Argentina offers a wonderfully large and growing market for American products. That country within half a century has "developed with astonishing rapidity." More foreign capital has been sent there than to any other part of America, north or south. Great Britain alone is believed to have invested within fifty years $500,000,000. Buenos Aires is fast becoming one of the richest and largest of the world's cities, and aspires with reason to the elegancies of Paris and the business activity of London and New York. Her docking facilities are comparable to those of Hamburg and Liverpool. All this has been due, not so much to activity in Buenos Aires itself, as to the development of the country tributary to it. Mr. Mason says:

"Until 1850, when the country began to emerge from the lethargy of Spanish dominion and from the troublous years of revolutionary distractions, but little advance was affected either in the imports or the exports of Argentina; after that, however, when the country had settled down to a serious consideration of its advantages, its development was rapid. To what degree may best be shown by the following table, which represents its gross business between the years 1870 and 1909:

1870, exports and imports.....	$76,500,000
1880, " " "	100,500,000
1891, " " "	170,043,000
1900, " " "	268,687,500
1909, " " "	705,009,000

TRADE OF ARGENTINA WITH GREAT BRITAIN, GERMANY, AND THE UNITED STATES, 1905 AND 1909

	1905	
	Imports	Exports
Great Britain.....	$68,391,043	$44,826,670
Germany.....	29,983,927	37,058,221
United States.....	28,920,443	15,717,458
	1909	
	Imports	Exports
Great Britain.....	$99,198,269	$80,745,966
Germany.....	44,555,770	41,353,332
United States.....	43,068,829	20,966,790

"Especially noticeable is the advance made during the period between 1900 and 1909. In this last year the value of the exports amounted to $395,000,000, and that of the imports to $300,000,000, the total being one-sixth that of the United States, with twelve times the population of the Argentine, and exceeding the trade of Canada by fully $1,500,000.

"It is interesting to contrast the Argentine's trade (in the year 1909) with that of Brazil, which had so long been its rival in South American progress. In that year the trade of the Brazilian Republic amounted to $508,000,000, or a superiority in favor of the Argentine of $197,000,000. This is more remarkable, when it is recalled that as recently as 1903 the two Republics were on an equal footing regarding export business, while prior to that year the trade of Brazil, which has three times the population of the Argentine, had been greatly in excess of its southern neighbor.

"It will be remarked that, while the business done by the United States was not as large as that of Germany, the proportional increase has been in favor of the

(*Continued on page 354*)

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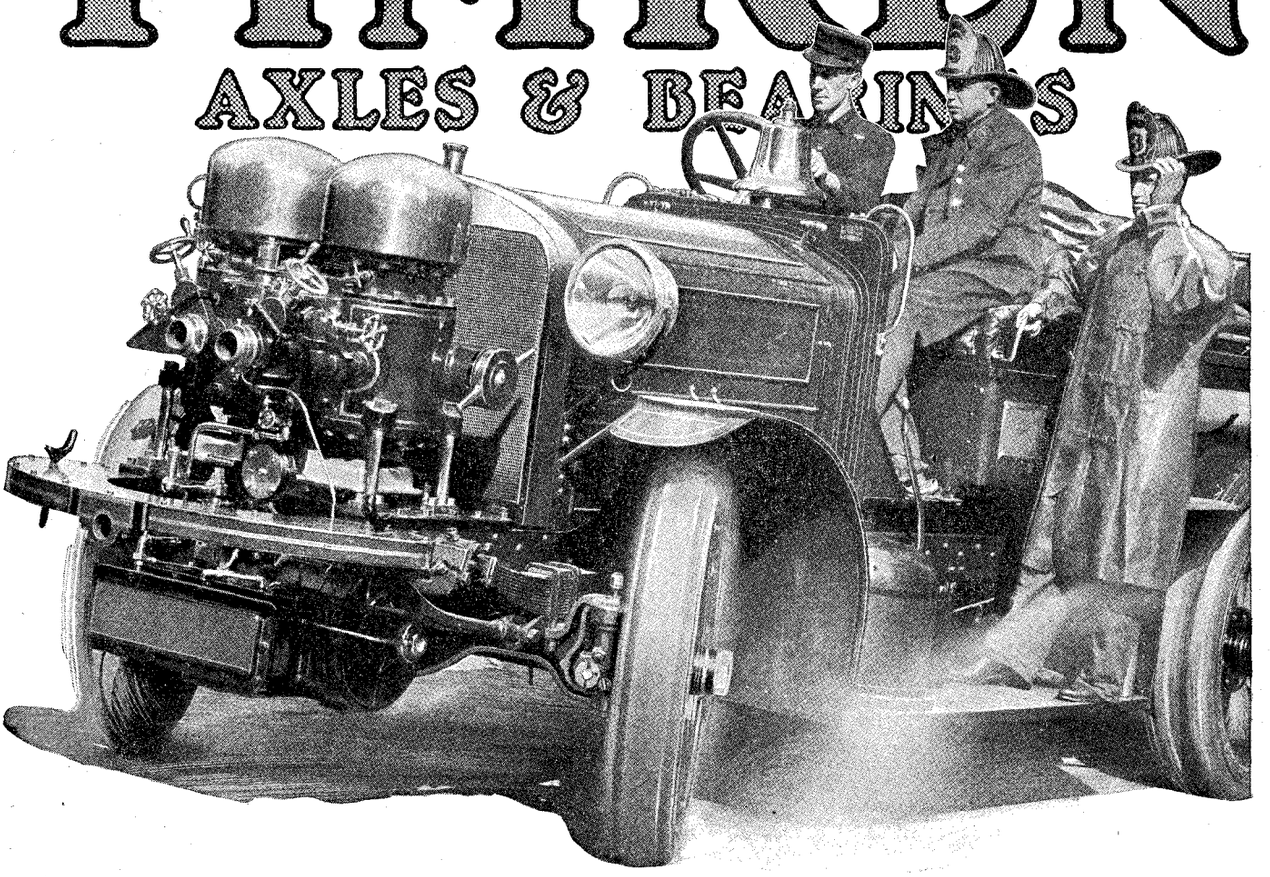
TIMKEN

AXLES & BEARINGS



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Human life is at stake—and property—perhaps the whole town.

Weight on the fire truck is heavy—pumps, hose, ladders and men—and speed is of utmost importance. Nothing can cause delay. The fire truck *must* be dependable. And the foundations of dependability are the axles and their bearings.

Wheel bearings are the buffers that meet the intense shocks, stresses and vibration as the massive engine plunges over rough pavements in its dash to the fire.

They must be better than good bearings, they must be the very best. Bearings that will carry tremendous loads, and in *addition* will meet the severe side-pressure when the heavy engine swings suddenly round a corner.

The Timken Tapered Roller Bearing is the one bearing that meets and withstands *both* these forces. That is why practically all successful builders of fire apparatus have adopted Timken Bearings.

The ponderous weight rests, too, on these bridges of heat-treated steel, the axles.

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Timken Radius Rods take the tremendous thrust between jack-shaft and rear axle. Their swivel connections enable the plunging vehicle to adjust itself to all unevenness of the road. They supply compensation for every stress from every possible direction.

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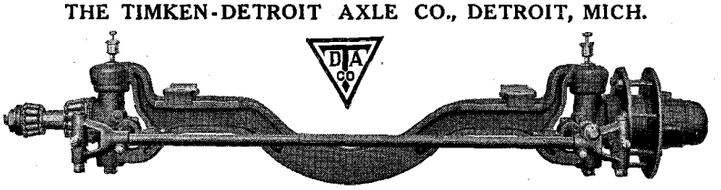

YOU can learn more of what good bearings and axles mean, of what Timken stands for in good motor-car construction, by writing for the Timken Primers, C-7 "On the Care and Character of Bearings," C-8 "On the Anatomy of Automobile Axles."

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INVESTMENTS AND FINANCE

(*Continued from page* 352)

former country to an encouraging degree. In the total volume of its exports, however, the United States is still far behind its rival, a nation that has put forward all possible effort to secure and hold a large share of the Argentine's trade.

"The following figures pertaining to the importation of machinery, tools, and hardware into Argentina in 1910 are given, viz.: Plows, $1,870,225; harrows, $219,320; seeders, $553,605; shellers, $93,792; reapers, $1,308,265; reaping- and heading-machines, $289,600; headers, $131,690; stripper threshers, $60,030; threshers with or without motors, $995,840; horse rakes, $219,740; other rakes, $8,274; plowshares, $245,436; binder twine, $1,636,066; seed planters, $1,394,383."

CAUSES OF THE YEAR'S DEPRESSION

Opinions as to the primary causes of depression in security prices during the summer of this year are summarized briefly in an editorial article printed in *The Banker's Magazine* for July. While the tariff and currency bills have been much in the public mind, economists and financiers have generally found elsewhere the underlying causes. *The Banker's Magazine* asserts that the chief part of the blame "must be laid upon European disturbances." War in Europe "has not only turned considerable sums aside from the customary channels of investment, but has been responsible for hoarding on a large scale." The seriousness of this war to the United States lay in the fact that there followed a heavy falling off in purchases of American securities by European investors. In this way our means of paying our foreign indebtedness were reduced.

The writer adds, however, that, if our own financial matters had been in better order, "we might have escaped unscathed." It so happened that the unfavorable European conditions were coincident with a disturbed financial and business situation on this side of the Atlantic. A radical reversal of the country's tariff policy led to anxiety and uncertainty such as are always attendant upon readjustments of this kind. At the same time, railroads found it difficult to borrow money on favorable terms and became "greatly concerned as to whether they would be allowed to raise rates to meet enhanced cost of labor and materials."

Defects in our banking and currency system, whether actual or fancied, have been long understood, and contributed "a psychological element of no mean importance." Many people had reached a state of mind where they could not believe the country would ever again have permanent prosperity until the banking and currency system had been thoroughly reformed. A further element was the lavish expenditures of governments and individuals, leading to an era of extravagance, such as had not been known for many decades, and to a menacing reduction of the supply of available capital. The country has stood very much in need of elementary economy.

The writer believes that, by the practise of economy and by the slow return of confidence that will come with the end of the war, of legislation, and of interference with corporations, "the reservoir will be gradually refilled and normal conditions will come again." He finds no signs anywhere of banking weakness. So far as could be judged from the usual indications, banks appeared to be in a strong position. Indeed, one of the causes of low prices in the stock-market was the preparations that had been wisely made by the banks to accumulate funds for moving crops. In this way, the available supply of funds for speculation was curtailed. No signs anywhere could be found of "a bank panic or any other kind of panic." All that could be seen was a period of depression, but that is something "just the reverse of a panic." Panics do not come in times of depression, but "are nearly always the culmination of a period of active trading and speculation."

CONDITIONS IN CANADA

Early in the summer reports from Canada led to anxiety in financial circles here. An era of unexampled prosperity, with much land speculation, had prevailed for some years, and predictions were sometimes made that a serious turn for the worse might come. A Montreal correspondent of *The Wall Street Journal* in July made diligent inquiries of leading bankers and railroad men as to the outlook. He found general testimony as to the tightness of money and the likelihood of its continuance throughout the autumn. Barring calamities such as can not be foreseen, bankers, however, were "satisfied that they had the situation well in hand." On July 1 the banks were less heavily extended than they were in 1907. Funds for legitimate needs were being supplied at an average rate of 6 per cent., "but virtually no money could be secured under any consideration for real-estate transactions or stock-market speculation." The speculation in land which had long been rampant had been checked, but many holders would probably "never see an opportunity to free themselves from their purchases at a profit."

Much of the money which went into this land speculation was British. Since the outbreak of the Balkan War, the British supply has been curtailed, however, because there was a better loan market in Europe than in Canada. It is believed that life insurance companies in Great Britain, Canada, and America have been large lenders, the rate of interest readily obtainable being 7. Probably $300,000,000 would not be an extravagant estimate of the amount of funds lent by these companies. Thoughtful students of the situation believe that good average crops, rather than bumper yields, would be the best thing that could happen this year in Canada, because bumper yields "would mean a renewed outbreak to land speculation." Other interesting points in this correspondent's letter follow:

"Canada is a rapidly growing country, with a large proportion of immigration of a class no other country has ever received. About 30 per cent. of last year's arrivals were from the United States, largely men of experience in the characteristics of farming in the West and with capital sufficient to tide them over lean periods. Of the balance of immigration, a large percentage is superior to the class of immigrant being received elsewhere.

"Estimates of the amount of money brought into the country annually by these arrivals converge around the $200,000,000 mark. This is actual capital brought into the country without any string attached;

(*Continued on page* 356)

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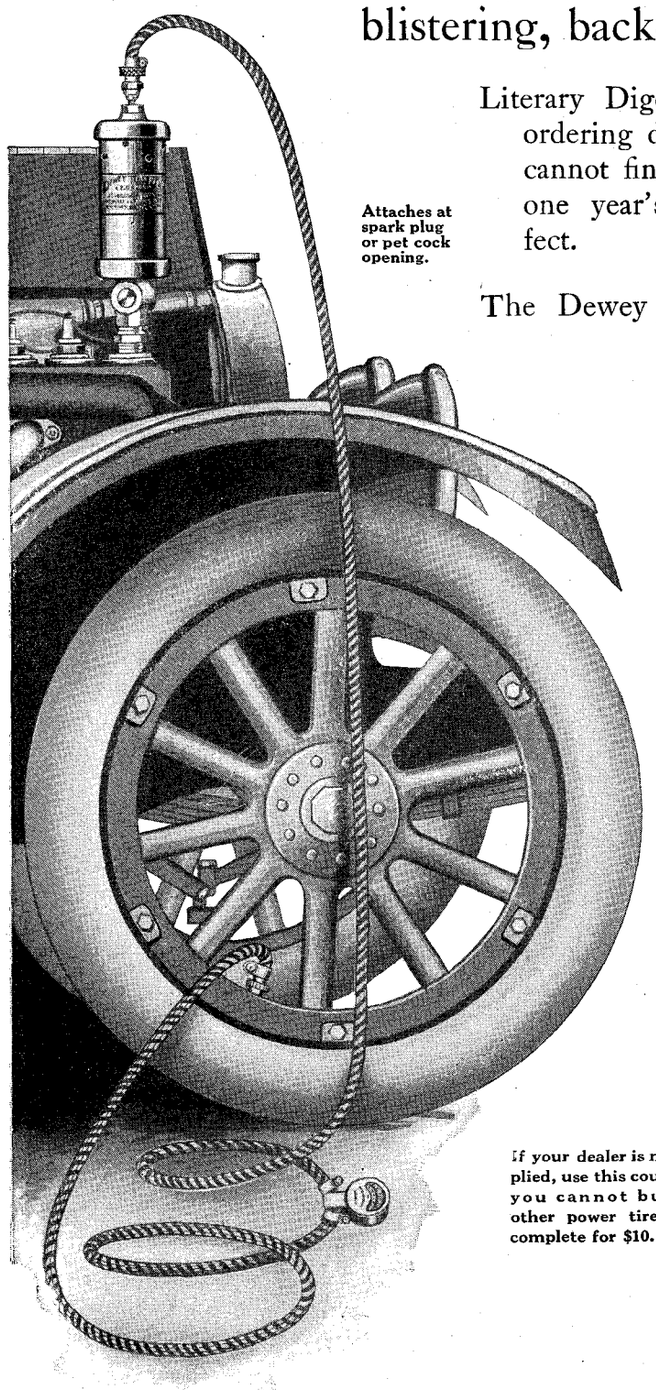

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INVESTMENTS AND FINANCE

(*Continued from page* 354)

no funds have to be sent abroad periodically to pay carrying charges, nor is it a debt which must be liquidated in a term of years.

"To house the additions to Canada's family, to provide means of transportation, streets, sewers, lights, water, and other accessories, millions of dollars' worth of bonds have been sold abroad, the proceeds of which appear in the foreign trade returns in the form of imports.

"The big transcontinental roads are supplied with funds for present needs in so far as the Grand Trunk Pacific and Canadian Northern are concerned, the two having secured together over $30,000,000 from the Government, and for a longer period of time as regards Canadian Pacific, which recently announced a $100,000,000 extension and development program. Prospects are for good average crops, materialization of which assures the railroads of very considerable traffic.

"So long as Canada continues a consuming country rather than a large exporting country—and so long as immigration holds at its present record pace her exportable surplus is bound to be small—her need of funds and materials will continue. Canadian bankers contend that it is better to supply a portion of her needs from foreign factories than for her business men to embark on a wholesale policy of expansion, with its consequent heavy consumption of capital, only to find that they had overreached their market and must wait years for demand to overtake them, if it did overtake them in advance of bankruptcy. Steady conservative expansion involves less capital and sees its market keeping pace with manufacturing capacity.

"While Canadian bankers refer in most caustic terms to real-estate promoters, to whom they apply the epithet parasites, they assert that much of the increase in the price of real estate is justified. Speculation in land they regard as an incident such as would accompany a similar condition of trade activity in any country. In some sections they feel that the advance in realty values is one to which the property is entitled and has been entitled for some years.

"In such prominent centers as Montreal and Toronto, bankers and real estate men agree, advance in prices has not been excessive. If the realty market is not at present active, there has been no slump in prices. In the financial section of Montreal, for instance, land values have doubled in about five years, while in the retail section along St. Catherine Street prices are said to have quadrupled in some cases. On the outskirts of the city buying of property by railroads helped to advance prices, and since the roads have ceased buying there has been some reaction."

THE FUTURE OF COMMERCE ON THE GREAT LAKES

The public is familiar with statistics of the enormous total of commerce on the Great Lakes. Through the locks of the "Soo" Canal has passed for years a volume of freight in excess of that which passed through the Suez Canal. Harry Coulby, a steamship president, of Pittsburg, believes that the growth of commerce on these lakes "will be just as great during the next twenty-five years as it has been in the past." Population is rapidly increasing in the country tributary to the lakes, and notably around Lake Superior. New business for water

(*Continued on page* 358)

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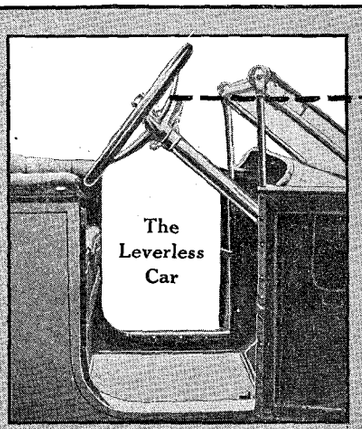
Good-bye to Gear Levers

Have complete gear control under your thumb!



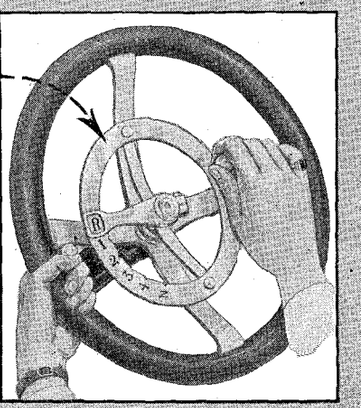
How It Works FIRST—Set the indicator on the wheel for "first speed." Then make one full stroke of clutch pedal. This accomplishes (a) The disengagement of the clutch. (b) The automatic stopping of the transmission shaft. (c) The automatic movement of all gears to neutral position immediately upon the stoppage of the transmission shaft. (d) The opening of the air valve that forces the selected gear into engagement. The return stroke of the pedal engages the clutch and starts car.

SECOND—The indicator is then placed for "second speed," and the clutch pedal depressed, whereupon the same operations take place as indicated for first speed.

THIRD—While in second speed indicate "third," and again make a complete stroke of the clutch pedal. (The four speed control can be had if wanted.)

A lock latch on the indicator obviates the danger of selecting the reverse position when car is moving forward.

Before passing from one speed to another, gears assume neutral position. Does not interfere with gas or spark control.



PICTURED above, at the right, is the Gray Pneumatic Shift which has replaced gear and brake levers.

It is the greatest recent improvement in car efficiency. It means that instead of having to trust speed and safety to levers, you now have complete and constant car control *literally under your thumb*. The "Gray Pneumatic" is right in the center of the steering wheel—either above or below it—*always* within instant thumb-reach.

For cars at present in use with throttle and spark control *above* the steering wheel we supply a selector quadrant which is placed *below* the steering wheel.

It marks the dawn of the *push-button era* in car operation. It has removed the one last great objection known to novice and expert driver alike—of getting into mixups through getting levers confused.

It gives to the youngest driver the assurance of the seasoned expert. Totally obviates all leaning over to grasp and yank levers. Makes it unnecessary to take the eyes off the road when changing speeds.

Does Even More

But the Gray Pneumatic Gear-Shift does even more. It enables you to *pre-set* any desired speed to be traveled at any *predetermined* point of the road. All accomplished *right in front of you* by simply adjusting a small wheel with your thumb. This done, all that then is necessary is to depress the clutch pedal the moment the new speed is desired, *and there it is.*

Whether you wish to go from "first" speed to "second" or "high," or back from "high" to "second" or "first," or if "reverse" is necessary, simply move the button to the required speed-point, and the clutch pedal does the rest.

Gears Can't Strip

The Gray Pneumatic Gear-Shift cannot "lose its head." The indicator is easily read—eliminating all chance of error in changing speeds. Also, when passing from one speed to another, the gears must—MUST—assume "neutral" position. That means no stripping, clashing or injuring of gears, in any way.

What Else It Does

While the prime object of the "Gray Pneumatic System" is to give this infallible speed-control, its utter convenience goes still further: The air supply also furnishes positive power for a rotary self-starter—one that gives you a quick start-off at the touch of a button, without a balk or demur, and is the only successful self-starter we know of that can be applied to a completed car.

Also, it furnishes the ready means of inflating tires and of pneumatically jacking up and cleaning the top and cushions—

All of which, together with the features of speed-control and self-starting, means the utmost in car convenience and comfort.

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Whatever your car, old or new, it can be quickly equipped with the "Gray Pneumatic," at any garage. Specify it for your next car without hesitation, for it has won the approval of the best authorities; over two hundred experienced drivers who have used it under all road conditions are loud in its praises.

Nine leading automobile makers have witnessed its successful performance, which means that thousands of 1914 cars will have it. One car, equipped with it, has traveled over twenty-five thousand miles *as a demonstration car*, without any gear troubles whatsoever.

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Equip your car with the Gray System and it's *ahead* of all cars not so equipped—because you have equipment which will be used on the advanced 1915 models. Another reason is that it enables your wife and daughters to drive with perfect ease, comfort and safety while you are absent at business. Think what it means to a woman or even to a good driver to absolutely *know* that any gear can be instantly engaged, just by a simple pressure of the foot. Then again the one movement of the clutch pedal not only disengages the clutch but engages the gear at the exact moment the clutch is free.

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Our District Managers or their agents will get a "Gray Pneumatic" for you and equip your car with it in a very short time. Then your car will be lever-free, speed-certain, and proof against gear trouble.

The subject of automatic gear-shift is one that is engaging the attention of the entire automobile industry—a subject that needs a book to tell its many advantages. We have that book! It is free to you if you will fill in and mail the attached coupon to us today.

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INVESTMENTS AND FINANCE

(*Continued from page 356*)

transportation is constantly springing up there and contributions of growing importance are being made to this commerce by Canada. Three of the northwestern Canadian provinces produced last year 453,000,000 bushels of grain, or slightly more than ten times the amount they produced in 1900. The railroads alone have found themselves unable to transport this volume of freight; hence a resort to the Great Lakes water route to Buffalo, and thence by rail to the seaboard. Already in Canada serious attention is being given to the problem of enlarging the Welland Canal, so that boats from the Great Lakes of large size may pass through it. An estimate shows that the needed improvements would cost about $50,000,000. These improvements would give thirty feet of water and enable ships 300 feet long and 80 feet wide to pass through. Mr. Coulby believes our own Government in time will cooperate with Canada in further improvements, leading eventually to a waterway which will make it possible to load cargoes of grain at the northwestern end of Lake Superior and carry them to Europe in one bottom. He does not believe it possible to make an estimate of any value as to the volume of ore that will eventually be brought down from Lake Superior before the deposits are exhausted.

THE ELECTRIFICATION OF RAILROADS

Railroad managers, looking to the future, are giving much thought to schemes for electrification. Already much work of this sort has been done on the trunk lines for short distances from large cities. Notable among these roads are the New York Central, New Haven, and Long Island. Later enterprises are those which have been undertaken by the Norfolk and Western and St. Paul, in mountain regions where power is derived from running streams. A writer in the New York *Times Annalist* believes the country is "on the eve of big railway electrification." Managers may not be talking of immediate electrification—in fact, they are doing this only in a few instances. The talk in general "shades from mere curiosity to the point of getting advice about economics." A significant sign is the demand which has arisen for engineers who have already been engaged on steam railroad work, but are also skilled as electrical engineers. Among the interesting points set forth by *The Annalist* are the following:

"To do away with the smoke nuisance and the danger of steam locomotives in the half-tunnel, half-open line down into the center of New York, the New York Central and New Haven roads were forced by the local government to give up steam and adopt electricity. The railroads did not at first take kindly to the enforced change. To-day, with the great new terminal practically completed, with hundreds of suburban and distance trains running in and out daily through the two-decked tunnels, you will be told by the railway officials that steam operation into New York with present-day traffic would be impossible, and the nearest approach to satisfactory steam service would require real estate costing fifty times what electrification has cost.

"Because it can get long trains in motion quickly the electric locomotive can work them in and out of a terminal much more efficiently than a steam engine. But that is not the greatest difference in efficiency. The steam locomotive can run only a limited distance without having its fires pulled and an overhauling. The necessary getting about of the locomotive requires an addition to the trackage under the very best conditions. Electrification of a terminal that has reached its maximum capaci y with steam locomotives is said to double and even treble its capacity. The steam locomotive has already given up the contest in congested terminal situations.

"Whenever the growth of metropolitan population has caused the capacity of terminals to be taxed, there is always a second reason for electrification; the reason for which the New York Central has electrified its suburban zone and for which all the railways centering at London are adopting the motive power. This comes out of the ability of the electric train to quickly stop and to quickly and smoothly get into motion again.

"The frank reason why the London roads are electrifying is that they must do it to get back traffic lost to the rival subway and omnibus system. The same thing has happened in a number of American situations. The Manhattan Elevated Railway in New York saved itself by electrification. The Long Island Railway met the competition of traction lines and built up a handsome income in the same way. The West Jersey and Sea Shore, owned by the Pennsylvania, turned deficits into profits by electrifying across New Jersey from Philadelphia to the coast resorts. The great steam locomotive has surrendered the operation of great tunnels to the electric locomotive. There

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are now 27¼ miles of electrified tunnels on seven American steam railways.

"The fighting ground at the moment in this country between the steam and the electric locomotive is in such mountain situations as the two in which electrification has just won out. There are scores of big situations like them in the United States where similar change of motive power will come within a short time. Here electricity is invading the field of freight haulage, where it was but a short time ago believed that the steam locomotive could never be approached."

THE WORLD'S RAILWAY MILEAGE

Statistics of new railway mileage for all the world indicate that, while the United States leads in actual figures of increase, the relative increase is not greatest here. The statistics come down no later than the year 1911, when activity was great. The total for the world in that year was 17,151 miles, the total mileage in existence for all countries being 665,842. Of the 17,151 miles constructed in 1911 there were built in this country 5,394 miles. As to relative increase, however, it appears that during five years our showing was only 7.3 per cent. of increase, while the increase for the whole world was 10.5 per cent. Of course, all this means that in relative increases, new countries, in which railroads are matters of quite recent years, naturally make the better showings. A writer in the New York *Times Annalist* says in detail:

"In this relative growth, it is interesting to note, the leadership is being taken by railroads of Asia and Africa, and prospects are that in the next few years these continents will be more prominent in the world's mileage expansion. From 1907 to 1911, in comparison with our own gain of 7.3 per cent., Asia increased 15.9 per cent., and Africa 37.3 per cent., the largest relative continental gain in the world.

"Most of Africa's relative gain is due to the roads of the South African Union (Cape Colony, Natal, Central South Africa, and Rhodesia), which expanded 39.9 per cent. in five years, and those of the German colonies, which increased 87.2 per cent. Moreover, the largest relative gain in the world is in Belgian Congo, which grew in five years by 91.1 per cent.

"After Africa and Asia, the largest relative continental gains for five years are Australia with 13.3 per cent., and North and South America with 11.0 per cent. Europe is the smallest, with only 5.6 per cent.

"Only one country in North and South America shows a smaller relative five years' growth than the United States, that being Newfoundland, with only 2.1 per cent. Against our 7.3 per cent. growth, on the other hand, Canada shows 13.1 per cent., Central America 27.2 per cent., the West Indies (Cuba, Dominican Republic, Porto Rico, Haiti, and Jamaica) 35.6 per cent., and the South American countries from 7.8 per cent. in Bolivia to 47.4 per cent. in Paraguay, the largest in the Western Hemisphere. Argentina is a close second with 43.5 per cent.

"As to actual mileage, the rank of the world's nations is unchanged. America possest by far the longest mileage in 1911 with 335,437 miles, of which the United States alone, the foremost railway country of the world, had 246,000 miles. This was 36,000 miles more than all the railroads of Europe, which totaled 210,000 miles. Asia possest 65,000 miles of railroad in 1911; Africa 25,000, and Australia 20,000 miles."

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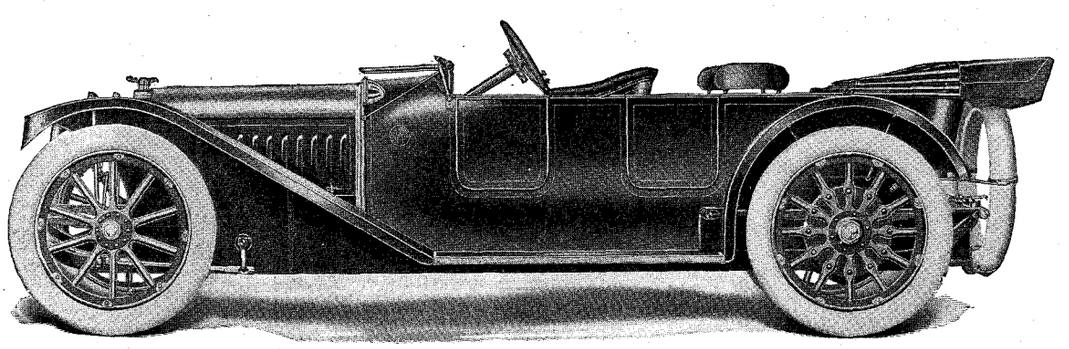

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